THOMASVILLE COMMUNITY LANDMARKS TRAIL

MULTI-USE TRAIL MASTER PLAN & RECREATIONAL AMENITY ANALYSIS

HISTORIC Thomasville GEORGIA

THOMASVILLE COMMUNITY LANDMARKS TRAIL

City of Thomasville, Georgia

PREPARED FOR:
City of Thomasville

PREPARED BY:
Smith & Associates

SMITH ASSOCIATES
LAND PLANNERS
CIVIL ENGINEERS
LANDSCAPE ARCHITECTS

February 2011

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SECTION A

Introduction

"...to bring the pedestrian back into the picture, one must treat him with the respect and honor we now accord only to the automobile: we should provide him with pleasant walks, insulated from traffic, to take him to his destination, once he enters a business precinct or residential quarter. "

- Lewis Mumford SOCIAL PHILOSOPHER & URBAN PLANNER

Dear Residents, Business Owners and Visitors:

The Thomasville Community Landmarks Multi-Use Trail concept is to implement a trail system that will connect the city's historic districts and neighborhoods to existing parks and economic development centers such as business parks, shopping centers and downtown. The trail will include a downtown trail-head located at the corner of Jackson & Madison Streets. The trail-head will feature a new 900 seat amphitheater, interactive water feature and community pavilion. The trail system will complement investments in parks, streetscapes, and other infrastructure projects to both enhance existing neighborhoods and incentivize revitalization of the city's declining areas.

The trail project will create more than 14 miles of paved surface trails around the city utilizing existing right-of-way corridors. The trail is divided into 5 phases with construction to begin on phase 1 in 2011. The trails will be multi-use – for walkers, joggers, bikers, roller-bladers, and people with disabilities. The trail will be hard surfaced and 10' wide with pedestrian scale lighting. The trail will include both wayfinding signage and narrative signs describing unique historic resources along the trail route. While the initial 13 miles of trails are identified in this masterplan, additional spur segments to link together more neighborhoods will be identified in future redevelopment plans similar to the Victoria Place Urban Redevelopment Plan.

Phase 1 of the trail, will connect Downtown Thomasville to Paradise Park. The trail will begin at the trail head at the corner of Jackson & Madison Streets and travel along Stevens Street past the Girls & Boys Club where it will cross the railroad tracks and run adjacent to an existing creek behind Flowers in the Victoria Place neighborhood. It will travel along Stevens Street where it will cross South Street and then enter into Paradise Park at the intersection of Neel and Broad Streets. This phase of the trail is approximately ½ mile in length.

Phase 2 of the trail will connect Paradise Park to Cherokee Lake Park utilizing Metcalf Avenue. This phase of the trail will include a bridge that will cross over Smith Avenue allowing trail users to safely cross the street and enter Cherokee Lake Park. The entire Phase 2 is an approximately one mile long segment that runs parallel to the East End Historic District. A trail spur is currently being planned that will utilize the wetlands area around the creek by Blackshear Street to connect the Tuxedo Drive neighborhood to the trail system. Grant funds to construct Phase 2 are currently being sought with some portions that could be completed during the paving of Metcalfe Avenue in 2011 – 2012.

Phase 2 of the trail will also include the "Remington Pass". This is a short trail segment that will connect Cherokee Lake Park to Remington Park via a concrete path with decorative pedestrian lighting. Construction of Remington Pass could begin as early as 2011 utilizing current SPLOST funds dedicated for trail improvements at Remington Park.

Upon the construction of Phases 1 and 2 and the "Remington Pass", approximately 2 miles of trail could be completed by the end of 2012. The Thomasville Community Landmarks Multi-Use Trail is an exciting project that will transform our community and greatly enhance recreational opportunities throughout the city.

I hope you will enjoy the trail and happy walking, running, jogging, bicycling ...

Yours truly,

Camille Payne
Mayor

Letter from the Mayor

In 2008, the City began a process to identify key areas upon which to focus for the next 5 years. The planning process began with a retreat for the City Council, the City Manager, and Division Heads. At this retreat, the group identified eight key areas upon which to focus.

In the second step of the Planning Process, the City Manager presented these eight areas to supervisors and department heads in order to formulate a plan of action. After the action plan was created, every City employee was given the opportunity to participate in the refinement of the Strategic Plan.

The Strategic Plan is now completed and this Parks & Multi-Use Trail Master Plan specifically addresses 5 of the 8 elements identified in the Strategic Plan:

Environment

As a specific component of the Strategic Plan, this section focused on preserving, protecting and enhancing our community's resources for present and future generations. The Thomasville Community Landmarks Multi-Use Trail identifies a comprehensive approach to highlighting the city's natural and built environments. The trail will feature narrative signage identifying the community's many historic resources as well as traverse through the natural environment highlighting our community's parks, wetlands and floodplains allowing environmentally friendly access to view Thomasville's beautiful natural environments.

Aging Population

Strategies identified in this section of the Strategic Plan are intended to provide a secure and engaging community for Thomasville's aging population. This multi-use trail will provide for more than 14 miles of paved surface trails allowing both young and old to enjoy the benefits of an active lifestyle. Whether walking, cycling or jogging, trail users will experience the best of Thomasville while traveling along a well lit path to recreational, residential and commercial areas. The trail will be open from dawn to dusk and will be accessible from several sites throughout the community. To enhance accessibility to the trail, this master plan also includes an assessment of Thomasville's sidewalk system. The sidewalk assessment component of this master plan will help the city to identify needed improvements and begin the process of prioritizing those improvements.

Image

This section of the Strategic Plan encourages the development of programs that reflect our quality of life and commitment to community success. It further calls for strategies to be developed that improve the city's appearance. This multi-use trail master plan separates the trail into 5 phases. Each phase connects one city park to another park while at the same time connecting the city's many residential historic districts to both recreational and commercial areas. As each phase of the trail is constructed corresponding redevelopment plans will be created that will improve the quality of life for our community by developing housing, recreational and infrastructure improvement plans. As a result, the trail becomes a gateway to the City's numerous, unique neighborhoods and districts. The first redevelopment plan, the Victoria Place Urban Redevelopment Plan was adopted in April 2009 and many elements of the plan are already being implemented in advance of the construction of phase 1 of the trail. A new park has been created, several homes have been renovated and some new homes have been constructed. In 2010 this redevelopment plan was awarded the Georgia Planning Association's award for "Outstanding Initiative". Additionally, more than $2 million is being invested in the Victoria Place neighborhood as a result of numerous public and private grants.

Economic Development

The economic development component of the Strategic Plan identifies strategies to develop and serve a diverse thriving economy. One of the strategies discussed is identifying sites for potential development. This multi-use trail plan identifies several areas for the potential development of future Opportunity Zones. Opportunity Zones are state approved areas where businesses can receive tax incentives that encourage expansion of existing businesses as well encouraging the location of new businesses. A core component of the economic development strategy is utilizing the initial investment of trail construction to leverage additional public and private investment. The Victoria Place Urban Redevelopment Area was able to leverage the phase 1 trail investment to secure an $800,000 Community Development Block Grant to make many needed infrastructure improvements such as sidewalks, streetlights and the construction of a new road to facilitate the construction of many new homes. In anticipation of using this strategy as a model for other areas along the trail, the city passed a Planned Unit Development ordinance that encourages the development of strategies to facilitate commercial and residential infill developments throughout the city.

As you can see, the trail is more than just a recreational amenity; it is also an amenity that has the potential to enhance our community's vibrant, livable, sustainable development. For more information related to the Strategic Plan, the multi-use trail and other projects identified in this master plan, please visit the city's website at www.thomasville.org

See you on the trail!

Steve Sykes
City Manager

Letter from the City Manager

Thanks & Acknowledgements

The Thomasville Community Landmarks Multi-Use Trail Masterplan was made possible through partnerships with several state and local organizations. Whether through monetary donations or with volunteer efforts, it is because of the dedication of the following organizations that this plan was developed:

Georgia™

The Georgia Tourism Division's Product Development Office assists local governments, communities, clients and other stakeholders in developing new tourism destinations and attractions in Georgia, while encouraging private sector and community leadership to partner on creating jobs and investments in the state. The product development director and two project managers work to complement and improve Georgia's existing tourism assets in order to create jobs and tourism investment in the state. The Product Development Office is involved in an ongoing effort of developing and nurturing partnerships to effectively change and positively impact Georgia's visitor industry. The intent is to facilitate the development of a statewide tourism product portfolio that broadens ownership and is synergistic with the Department's overall strategic global marketing framework and unique Georgia brand.

GEORGIA DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

PRESERVE AMERICA
Explore and Enjoy Our Heritage

Preserve America is a White House initiative that provides national recognition to local communities across the U.S. that demonstrate a commitment to historic preservation and heritage tourism. The Program began in 2003 and is administered by the Advisory Council on Historic Preservation. Through the Georgia Department of Natural Resources, Historic Preservation Division, the City of Thomasville received a Preserve America Community Landmark Grant. The purpose of the sub-grant program is to assist Georgia's cities and towns in promoting their community landmarks through heritage tourism.

THOMASVILLE LANDMARKS

Founded as a non-profit membership organization in 1964, Thomasville Landmarks is a diverse community of people united by our shared passion for preserving the architectural, aesthetic and cultural heritage of Thomasville and the Thomas County area. Our members are engaged in diverse programs that include advocacy, building rehabilitation, heritage education, protection of endangered properties, hands-on volunteer work, and environmental conservation. Landmarks also promotes exceptional leadership in these areas through its annual awards program. Our people and programs make a difference in protecting our community's "way of life" –its beauty, history, architecture, neighborhoods, vibrant downtowns, economy, green spaces and community character.

YMCA
Thomasville, Georgia

Activate Thomasville is part of an overall initiative called YMCA Activate America – a response to the obesity and health care crisis in the United States. As a participating member in Activate America, the Thomasville YMCA is working with community partners to make changes that will improve the health of our community.

Activate Thomasville will create new and different ways to engage health seekers in Thomasville - Thomas County. Health seekers are defined as all youth, teens, adults, and families whose successful pursuit of health and well-being in spirit, mind and body requires continuous supportive relationships and environments. Creating and sustaining a healthier community is central to Activate Thomasville. Through new programs, activities, clubs, and events that focus on supporting the success of health seekers and their families, the Thomasville YMCA will continue to be a trusted resource for wellness programs and youth development in our community.

Archbold Medical Center

Since 1925, Archbold Medical Center has been synonymous with high-quality, compassionate medical care. The words care, commitment and community appear in Archbold print advertisements, publications and other mediums. At face value, it's a slogan. But it's really a way of life. The meaning of these tenets is our guide to success: Care – leading our region with the most effective and advanced treatment options and best caregivers. Commitment – excellence and satisfaction in every action. Community – improving our region through outreach services, education and project volunteerism.

WILLIAMS FAMILY FOUNDATION *of* GEORGIA, INC.

THOMASVILLE, GEORGIA

Founded in 1980, the Williams Family Foundation of Georgia is a private Family Foundation that supports programming in historic preservation, conservation and children's welfare. The geographical focus of the Foundation is primarily southwest Georgia.

City of Thomasville Council Members:

Mayor Pro-Tem Max Beverly
Post: District 2, Post 2
Term Expires: December 31, 2013
Mayor Pro-Tem Beverly serves on the following boards and committees:
Audit & Budget
Pension Board
Planning & Zoning
Urban Renewal/Neighborhood Improvement
Utilities Committee
Citizens wishing to contact Councilmember Beverly by e-mail may do so at the following address: mfb@rose.net

Councilmember Roy Campbell
Post: Member, At Large
Term Expires: December 31, 2013
Councilmember Campbell serves on the following boards and committees:
Airport Advisory Board
Emergency Services
Payroll Development Authority
Solid Waste
Utilities Committee
Citizens wishing to contact Councilmember Campbell by e-mail may do so at the following address: campbell@rose.net

Councilmember Greg Hobbs
Post: District 1, Post 2
Term Expires: December 31, 2013
Councilmember Hobbs serves on the following boards and committees
Emergency Services
Planning & Zoning
Political Action/Government
Public Works
Solid Waste
Risk Management
Urban Renewal/Neighborhood Improvement
Citizens wishing to contact Councilmember Hobbs by e-mail may do so at the following address: greghobbs@rose.net

Councilmember David Lewis
Post: District 1, Post 1
Term Expires: December 31, 2011
Councilmember Lewis serves on the following boards and committees:
Beautification & Roses
Downtown Development Authority
Drug Squad
Public Safety/Neighborhood Watch
Public Works
Recreation
Citizens wishing to contact Councilmember Lewis by e-mail may do so at the following address: dol@rose.net

Mayor Camille Payne
Post: District 2, Post 1
Term Expires: December 31, 2011
Mayor Pro-Tem Payne serves on the following boards and committees:
Audit & Budget Committee
Beautification & Roses
Board of Health
Destination Thomasville Tourism Authority
Drug Squad
Pension Board
Political Action/Government
Public Safety/Neighborhood Watch
Risk Management
SGGSA
Citizens wishing to contact Mayor Payne by e-mail may do so at the following address: payne@rose.net

Steering Committee:

Community Representatives
Councilman Greg Hobbs
Clay Newman
Trish Miller
Brent Runyon
Tom Everett
Tom Berry
Philip Watt

City of Thomasville Staff Representatives
Steve Sykes, City Manager
Lee Chastain, City Planner
Karen Smith, Main Street Manager
Duane Treadon, Geographic Information Systems Analyst

Project Team Consultants :

SMITH ASSOCIATES

Smith & Associates
Land Planning | Civil Engineering | Landscape Architecture
Watkinsville, Georgia
(706) 769-9515

Special Thanks:

Elizbeth Boyett
The Thomasville Genealogical, History & Fine Arts Library

Ephraim J. Rotter
Curator, Thomas County Historical Society & Museum of History & Lapham-Patterson House

Thanks & Acknowledgements

The City of Roses

THOMASVILLE, GEORGIA is located 45 miles west of Valdosta and 35 miles northeast of Tallahassee, Florida. The land, known as the Red Hills Region with extremely fertile soils, is home to tall stands of longleaf pines, graceful live oaks, and a profusion of dogwood, azalea, and wisteria.

Thomasville has approximately 18,000 residents with Thomas County having around 42,000. The four seasons experienced are mild springs, subtropical summers, warm but pleasant falls, and cool-to-chilly winters. The annual average temperature high is 78 degrees and the low is 55 degrees.

Project Background

The City of Thomasville retained the services of Smith & Associates to develop a master plan for a proposed non-motorized 12.5 mile multi-use trail. The master plan has identified the proposed alignment as a trail loop connecting the City of Thomasville's major historic parks and neighborhoods. The proposed trail will consist of 6 phases, each phase connecting to a major city park and historic district. The plan also identifies two trail spurs to be constructed and funded as separate phases.

Winter Resort of the South

THOMAS COUNTY was formed in 1825 by legislation introduced by Thomas J. Johnson, owner-builder of Pebble Hill Plantation. One year later, on December 22, 1826, a location was established for the new county seat, Thomasville. The city and county are believed to have been named for Major General Jett Thomas, a member of the State Militia during the War of 1812.

Without a railroad until 1861, Thomas County residents became largely self-sufficient. Agriculture was diversified and business methods were modernized.

With the advent of the Civil War, Thomasville played an important role in the Confederate cause by supplying goods and men. The war itself touched the county only briefly when Federal prisoners were sent to Thomasville from Andersonville in late 1864 for a short period of time.

The Big Oak, c.1680
The Big Oak is Thomasville's oldest and most cherished Landmark and an original member of the National Live Oak Society, enrolled in 1936. The limb span of the great oak is 165 feet and has a trunk circumference of 26 1/2 feet. The tree is festooned with "resurrection fern", which is harmless to the tree. The fern appears "dead" until rain falls and it "resurrects" to a lush green again.

As the terminus for the railroad, Thomasville was accessible from the north and, during the late 1800s, became known as the "Winter Resort of the South". In the beginning of this era, Northerners and other visitors came to Thomasville for their health, breathing the pine-scented air as a curative for pulmonary ailments. They were soon joined by friends to enjoy hunting, fishing, and an active social life, including golf, horse racing, and bicycling. Thomasville came to represent the best of Southern hospitality with the lavishness of the resort lifestyle.

Thomasville's luxurious hotels regularly hosted America's wealthiest families as their guests. Once it was discovered that it cost less to purchase land then rent hotel rooms, these wealthy families bought property and built grand Victorian mansions and plantation homes. Many of these plantation are still owned by the families who built them and are visited year-round. Many of the "winter cottages" built during the 1880s have been lovingly restored and are included on the Historic Walking and Driving Tour of Thomasville's Historic Districts.

Although the grand hotel era ended with the extension of the railroad into southern Florida, Thomasville and Thomas County have continued the long-standing tradition of cultural and economic diversity and the preservation of the area's rich heritage.

SECTION B

Master Plan

"A walkway system can be a showcase of how existing features in a landscape— an abandoned railroad right-of-way, utility corridors, city sidewalks, a canal towpath, a city dock— can be thoughtfully adapted to form a unified and useful outdoor space. It creates a public environment where people want to gather, explore, and learn. That promotes conservation at its most basic level— knowing our World. "

- Craig Evans PRESIDENT, WALKWAYS CENTER IN WASHINGTON D.C.

Thomas County Courthouse
The original Thomas County Courthouse was built in 1827 of rough logs. That structure was replaced with a brick structure, which was badly damaged by a storm. The current courthouse was constructed in 1858 and remodeled in 1888. The architecture is Neoclassical in style, with scored stucco and curved, arched window hoods, huge cornices, capitals on pilasters with fanlight and gable decorations. On the right, is the Confederate Monument which was erected in 1879.

The Thomasville Community Landmarks Trail is a non-motorized multi-use trail planned to link Thomasville's major city parks and historic districts. Designed to accommodate pedestrians and bicyclists, the trail will serve the dual role as a recreational amenity and provide a connection to both active and passive recreational opportunities within Thomasville. Consisting of 14.43miles, the trail will pass through a variety of environments as it courses through various locales and spaces. From tree-lined city streets to natural woodland paths, the user will experience the best of Thomasville's rich heritage.

The trail will begin at the Steven's Street Trailhead, a newly constructed park located within the historic Commercial Business District. The proposed amenities in the park include a fountain along Jackson Street, a pedestrian plaza, amphitheater, children's splash ground and trailhead pavilion containing restrooms, a water fountain and directional information. From the trailhead and park, the trail begins on a journey linking Thomasville's parks and historic districts.

Although the total length of the trail is 14.27 miles, the user is given the option of dividing the trail two segments. Beginning at the Steven's Street Trailhead, the northern segment consists of 9.13 miles, and the southern segment consists of 6.15 miles. The trail directly links a total of nine of Thomasville's major parks together, with the other parks only a short distance off the trail. Historic resources along the trail include 7 unique historic districts and 27historic or note-worthy structures.

The construction material and physical design of the trail should remain in context with, and respond to the natural and built environment in which the trail is located. Therefore, various proposed cross-sections of the trail are illustrated in the following sub-sections so that the existing features and contextual environments may be recognized. In addition to illustrating the entire trail network, the following sub-sections address wayfinding and signage, historic resources to be found along or nearby the trail, and suggested plant material to be used within the parks and at rest stations. Section C of this publication illustrates the trail within the proposed construction phases. Various points of interest, such as park entrances and street crossings are illustrated and explained in detail.

Project Narrative

Trail Phasing

- Phase I
- Phase II
- Phase III
- Phase IVA
- Phase IVB
- Phase V
- Phase VI
- Connector
- Remington Pass

Industrial District

CASSIDY PARK

NORTHSIDE PARK

BRUCE PARK

MACINTYRE PARK

Glennwood Historic District

REMINGTON PARK

Remington Park Trailhead

CHEROKEE LAKE PARK

FLIPPER PARK

WESSON PARK

Dewey City Historic District

Dawson Street Historic District

Stevens Street Historic District

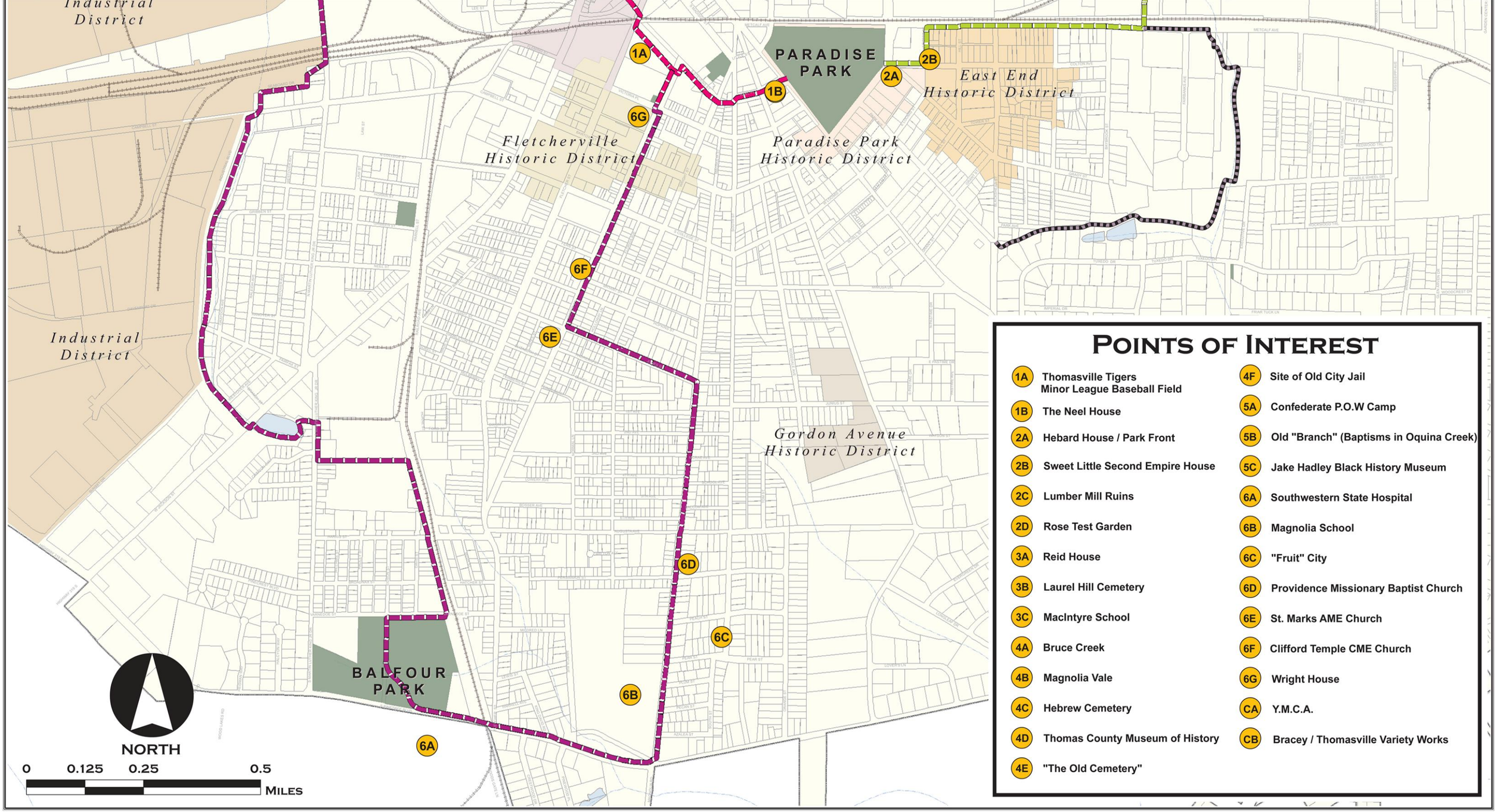
Tockwotton Love Place Historic District

Historic Commercial District

STEVEN'S STREET TRAILHEAD

State Bicycle Route

4A 4B 4C 4D 4E 4F CA CB 3A 3B 3C 2C 2D 5A 5B 5C



Points of Interest

- 1A Thomasville Tigers Minor League Baseball Field
- 1B The Neel House
- 2A Hebard House / Park Front
- 2B Sweet Little Second Empire House
- 2C Lumber Mill Ruins
- 2D Rose Test Garden
- 3A Reid House
- 3B Laurel Hill Cemetery
- 3C MacIntyre School
- 4A Bruce Creek
- 4B Magnolia Vale
- 4C Hebrew Cemetery
- 4D Thomas County Museum of History
- 4E "The Old Cemetery"
- 4F Site of Old City Jail
- 5A Confederate P.O.W Camp
- 5B Old "Branch" (Baptisms in Oquina Creek)
- 5C Jake Hadley Black History Museum
- 6A Southwestern State Hospital
- 6B Magnolia School
- 6C "Fruit" City
- 6D Providence Missionary Baptist Church
- 6E St. Marks AME Church
- 6F Clifford Temple CME Church
- 6G Wright House
- CA Y.M.C.A.
- CB Bracey / Thomasville Variety Works

Trail Map

1A Thomasville Tigers Minor League Baseball Field

Thomasville's first professional team won the championship of the Empire State League in their first season. In 1914, the league changed to the Georgia State League, followed by the Florida-Alabama-Georgia (FLAG) League in 1915. In 1916, the team and league were dissolved.

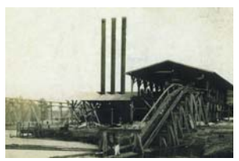
1B The Neel House

Elijah Leon Neel built this house in the Neoclassical style as his family home in 1907. As young teens, Elijah and his brother John joined the Confederates for fight for "The Cause". Paroled by Union forces at the war's end, the boys were stripped of their weapons, food, horses, and manservant. Both young men walked all the way home from North Carolina. In later years, Elijah would gather all the family men on the front porch, rock and talk interminably. Women were not allowed, so they usually amused themselves in the park across the street, Paradise Park.

2A Hebard House / Park Front

Located at 711 East Hansell Street, circa 1899, this Neoclassical home was once referred to as "Park Front" (because it faces Paradise Park). A fine late Victorian example of a Greek Revival, this house served as a winter residence for Charles Hebard of Philadelphia. Mr. Hebard owned a lumber business in the Great Lakes region and eventually came to own the Great Okefenokee Swamp (headwaters of the Suwanee River) in Waycross, GA. The four massive columns, supporting a two story portico, are Cypress wood - legend says they are 3,000 year old Cypress trunks taken from the Okefenokee. This has not been proven and historians tend to believe it is not true because Mr. Hebard completed this home two years before he bought the swamp. The three uppermost windows belong to a ballroom, with the home itself containing some 19,000 square feet. A double row of dentils highlight the cornice and wrap the gable end of the portico.

2B Sweet Little Second Empire House



2C Lumber Mill Ruins

2D Rose Test Garden

The Rose Test Garden has more than 500 rose bushes providing astonishing beauty and fragrance. The roses are in full bloom April through July.

3A The Reid House

The Reid house remained in the same family for over 100 years. The original structure was built with slave labor by a local physician, circa 1857. The façade was changed in later years to the present look, but the back of the home retains its Victorian influence. In 1906, the neo-classical portico was added with four large ionic columns, giving the house its present appearance. This is one of several Thomasville houses featured in *White Columns in Georgia*.

3B Laurel Hill Cemetery

Laurel Hill Cemetery opened in the early 1870s. Records indicate that Thomas C. Mitchell, the first millionaire of Thomasville, bought one of the first lots on December 30th, 1873. Mitchell served as a Private in the 12th Georgia Militia, built the Mitchell Hotel, and was a great benefactor for the city.

Confederate General John C. Vaughn, who commanded C.S. Gen. John Hunt Morgan's forces after their surrender, is also buried in Laurel Hill. Vaughn provided escort for President Jefferson Davis through Georgia until his capture in Irwinville.

Also in this cemetery is a statue named "Judgment", which first had its home in Savannah as part of the Chatham County memorial. The statue was transported to Thomasville after it was rejected by Savannah art critics.

3C MacIntyre School

4A Bruce Creek

Dr. R. J. Bruce was president elect of the Medical Society of Thomas County. One late evening in 1880 during a great rainfall, Dr. Bruce became uneasy about Archie, his youngest son, who had gone to one of his plantations that day for a load of oats. Going to Mr. Ainsworth's stables he obtained a horse and started out on Albany Road, though the rain was coming down in torrents. Crossing the Bryan Branch, in which he was subsequently drowned, he drove about one mile beyond to Mr. Johnson's place where he learned that Archie had returned to town. He then decided to return home, which was about sundown. In the meantime, however, the Bryan branch had swollen and spread beyond its banks. Being an expert swimmer, and having encountered so many similar difficulties during his career, it is not likely that he hesitated, but boldly drove in trusting the good fortune which had attended him in so many instances in the past. Or as is probably more likely, in the driving rain and looming darkness he failed to see or appreciate the proportions to which the creek had swollen, as he had crossed it a short time before. The last time Dr. Bruce was seen alive, he was standing on the foot bridge calling for help.

4B Magnolia Vale

4C Hebrew Cemetery

In 1909, the Jewish community in Thomasville established a cemetery on Vine Street, opposite Magnolia Cemetery. Simon Steyerman purchased three parcels for $325.00 to create the one-acre cemetery that remains active and includes approximately 90 burials.

The Hebrew Cemetery is associated with the B'nai Israel Synagogue. The cemetery and synagogue are among the few established in Georgia before World War II. The cemetery and synagogue represent over 150 years of Thomasville's Jewish residents who, primarily of German heritage, first settled in Thomasville during the 1840s and 1850s.

Tucked away in a quiet corner where Vine and Chestnut Streets meet is a plot of ground sacred to the memory of Jews who once lived in Thomasville. The graves are organized in rows and marked with marble or granite tablets; some have urns or marble edging to delineate family burial plots. Three significant symbols in the Jewish faith, the Torah, the open bible, and the menorah, are also found on

4D Thomas County Museum of History

The Thomas County Museum of History boasts an impressive collection of historical artifacts and exhibits. The main museum building is the Flowers House, circa 1923. The museum grounds are also home to an 1860 log house, 1910 Flowers Playhouse, 1890 Metcalf Courthouse, 1877 Joyner House, and the oldest single-lane bowling alley in the South built in 1893.

4E "The Old Cemetery"

The earliest date found at "The Old Cemetery", Thomasville's first burial ground, is 1842. Thirty-eight confederate soldiers are buried here and a marker on the Madison Street lists each soldier's name. Architect John Wind, who designed the Courthouse, is also buried here. The iron fence, which encloses the cemetery, was once surrounding the Courthouse square.

4F Site of the Old City Jail

5A Confederate P.O.W. Camp

Confederate authorities, fearing a raid on Andersonville by Sherman's marching army, chose Thomasville as a safe, temporary prison camp. Five thousand Federal prisoners were brought here on the Atlantic and Gulf Railroad Line via Blackshear in the second week of December 1864. Colonel Henry Forno commanded the 2nd and 4th Georgia Reserves and the prison camp. The camp was a five-acre square bound by a ditch six to eight feet deep, then to twelve feet wide. Several hundred prisoners died of smallpox, typhoid fever, diarrhea and a few from trees felled for firewood and shelter. Some sick prisoners were cared for at the Methodist Church and at Fletcher Institute. The dead were buried in the Methodist Cemetery. Local citizens helped the sick and provided prisoners with food. With Sherman settled at Savannah, the emergency camp at Thomasville closed. The prisoners were marched sixty miles to Albany and entrained for Andersonville where they arrived on December 24, 1864.

5B Old "Branch" Baptisms in Oquina Creek

The Old "Branch", a clear sandy spot in a branch of the Oquina Creek, was used by African-American churches as a baptism pool. Worshippers would march to the "Branch" in robes, singing and praising. This practice stopped in the 1940's but the Branch is still visible today.

5C Jack Hadley Black History Museum

The collections of the Jack Hadley Black History Museum trace Black American history from pre-slavery to the present. The exhibits encompass a broad spectrum of the Black Struggle and the contributions that African-Americans have made to help to build and shape America. Historian James "Jack" Hadley has preserved over 2,000 pieces of artifacts with emphasis on Thomasville's first black achievers as well as state and national achievers that commemorate their lives and accomplishments. The museum is housed in the formerly all-black, segregated Douglass High School (1902-1970). The school, named after Frederick Douglass, was the first African-American school in the region to have a gymnasium and is located in the

6A Southwestern State Hospital

Southwestern State Hospital is a publicly owned facility of the State of Georgia and operated by the Department of Behavioral Health and Developmental Disabilities. They serve people with developmental disabilities, mental illnesses, or addictive diseases by providing compassionate habilitation and treatment in a person-focused, recovery-driven environment. Originally built during WWII with 2,000 beds, many patients arrived by train which stopped directly at the door of the hospital.

6B Magnolia School

6C "Fruit" City

6D Providence Missionary Baptist Church

The Providence Missionary Baptist Church was born out of a spiritual need in the community. In response to a divine revelation from God, the late Mother Mary Lousia Williams, along with other believers in Jesus Christ, proceeded to "*build a house*" for the Lord. Providence began as a prayer house, where it was known as the Providence of God.

Walking down Magnolia Road (now Magnolia Street), Mother Williams and Sister Rosa Peaks had a vision of a building with a steeple that would be erected on the corner of a passageway now known as Fourth Avenue and Magnolia Street. Under the guidance of the Holy Spirit, she and her dedicated prayer band members built their first physical place of worship.

The first donations made to the church's building fund were made by Sister Rosa Peaks in the amount of one dollar and Sister Lue Taylor in the amount of fifty cents. Mrs. Williams sought help from her employer, Mr. Charlie Chapin of Elsoma Plantation. In response to her request, Mr. Chapin generously contributed to the building fund. Her friends, relatives, and the community gave according to how the Lord blessed them. Mother Williams' vision became a reality later that year, with Mr. Bubba Peaks serving as the builder.

6E St. Marks AME Church

Thomasville's St. Mark African Methodist Episcopal Church originated in 1890. In the beginning, the church was located on Mulberry Street. In 1903, the church was moved to its present location, the corner of Jones and Lester Street, under the partnership of Reverend W. E. Bailey. The original white wooden structure was remodeled in 1917, which was subsequently replaced by the current masonry structure in 1945. While under construction, worship services were held at the Masonic Hall on Lester Street. Regular worship services returned to the newly renovated church on May 26, 1946.

6F Clifford Temple CME Church

During the summer of 1907, Clifford Temple Christian Methodist Episcopal Church was founded by Reverend Mrs. Clifford Dorsey. Subsequently, the church was named after its founder. For the first meetings, land owners permitted the church to use a plot of land on Lester Street - where the present church now stands. Services were held under a tent until 1908, when the land was purchased from A. H. S. Cook, S. H. Roddenberry, and R. Luke. Soon after the land was purchased, a frame building was erected. In its infancy, the congregation consisted of a few families and friends, but continued to grow under the leadership of Reverend Mrs. Dorsey. More than a hundred members were reported at the 1909 annual conference.

From the very beginning of Clifford Temple's existence, great pioneering families have been dedicated to the important work of the church. The early pioneers of God gave their time, talents, tithes, and dedication so that future generations could maintain the legacy.

6G Wright House

In 1857, the tiny municipality of Fletcherville was annexed by Thomasville. Arthur P. Wright, Fletcherville's mayor at that time, soon after assumed leadership roles with the City of Thomasville serving as the City's mayor during the Civil War and Chief Executive Officer after the War. He also started the first bank in Thomasville.

The Wright House, circa 1854, is an Antebellum cottage on Fletcher Street. The house was designed by Architect John Wind, who also designed Thomas County Courthouse. The Wright House served as the early meeting place for parishioners of the St. Thomas Episcopal Church. The house is listed in the National Register of Historic Places and "White Columns of Georgia".

CA Francis F. Weston Y.M.C.A.

The Francis F. Weston Center is an important asset to the Thomasville community. Since 1945, the facility has been instrumental in offering children and adults many valuable programs. On weekends, the renovated facility may be rented for various community activities and during summer months, the outdoor pool serves as a public access pool. The center is equipped with a basketball court, classrooms,

CB Bracey / Thomasville Variety Works

Thomasville Variety Works was responsible for much of the architectural millwork and building products that are unique to City of Thomasville. In 1889, the tradition of creating beautiful, professionally crafted fine woodwork began at the Thomasville Variety Works. Monsel Bracey continued that tradition when he acquired the business in 1932 and changed its name to Bracey Lumber Company. The 25,000 square foot building is now listed on the National Register of Historic Places.

Dawson Street Historic District

The Dawson Street Historic District is Thomasville's largest intact historic neighborhood. District neighborhoods developed as early landholdings were subdivided and are an exceptional example of urban planning and design. A wide range of architectural styles showcase nearly a century of residential building technology and design practices. The district has extensively landscaped yards, streets, and cemeteries. Houses along the district's northern border have pecan orchards. The district's crown jewel is the 300-year old landmark Live Oak, affectionately named "The Big Oak".

Dewey City Historic District

The land now known as Dewey City Historic District was originally owned by S. Alexander Smith, who also donated Paradise Park to Thomasville. The district was named after the Spanish-American War's celebrated "Hero of Manila", Admiral George Dewey. During the Civil War, five square acres of Dewey City served as a temporary prisoner-of-war camp for five thousand Federal prisoners. After the war, newly freed slaves were allowed to build homes in the area and large-scaled land development began around 1899.

East End Historic District

Established in 1893, the East End Historic District encompasses the oldest subdivision in the City of Thomasville. The late-nineteenth-century planned subdivision, consisting of approximately ten acres, was initially developed by Young's Female College after 1885. Development took place in earnest after 1894 when the property was sold to H. W. Hopkins, a local realtor and former mayor, who subdivided the land and promoted its improvement. The original plat shows the triangular-shaped area bound by Grady Street, Blackshear Street, Metcalf Avenue, and Hansell Street. Almost all of the district's homes are wood-framed and have front porches which are typical of South Georgia residential architecture at the turn of the century. Late Victorian and Craftsman Bungalow are the prevalent architectural styles in this grand district.

Fletcherville Historic District

Fletcherville developed around the Fletcher Institute, which was established by the Methodist Church in 1848. The school, bound by West Jackson Street, Bartow Street, Fletcher Street, and South College Street, was highly regarded as a leading educational institution. The Fletcher Institute closed in 1879 and the facility was demolished in 1956. Those associated with the institution built their homes surrounding the Fletcher Institute and down adjacent streets. The earliest existing dwellings date from the 1850's, but most are from the Victorian Era through the turn of the century.

Gordon Avenue Historic District

Wyche Street was renamed Gordon Avenue after L. M. Gordon who owned property at the roads terminus. In the late 1800s, it was a popular street for driving carriages and bicycles, rivaling Paradise Park and Pinetree Boulevard due to the beauty of its wooded character. The first house built in the district was the 1890 Victorian House by Dr. J. B. Coyle. From 1890 to the early 1930's, others built large Neo-Classical dwellings on broad acreages. Although other houses throughout the city are of comparable size, their settings are not as impressive or individualized. Today, the district is an impressive collection of Late-Victorian, Neoclassical, and Eclectic styled residential architecture.

Historic (Downtown) Commercial District

The Thomas County Courthouse is at the heart of the Historic Commercial District and the origination point from which the town developed. The district is composed primarily of rowed, one- to three-story buildings southeast of the courthouse. From its eastern and southeastern edges, streets begin to radiate in an originally unplanned, but almost uniform fashion. Residential development surrounds the district on all sides, spotted intermittently with schools, churches, and neighborhood businesses. The character of each neighborhood varies with its age and the socioeconomic level of its occupants. Commercial strips have developed down major corridors and main highways. Railroad tracks enter the city from the north, south, east, west, and northeast; three federal highways and three state highways also converge on the center of the city. The convergence of these transportation arteries demonstrates Thomasville's historical importance.

Downtown Thomasville was one of the first to be named a "Georgia Main Street" downtown. It is still used as a prototype for other cities seeking to join the program. Most buildings are at least 100 years old and have been restored to their colorful Victorian splendor. The brick-paved streets, laid in 1907, remain intact, period lampposts added, and trees planted to enhance each visitor's experience. The district is primarily categorized into two historical periods of development: the elaborate Victorian eclectic period (ca. 1870-1900) and the more classical early twentieth Century Period (1900-1937). A third, non-historic period is also noted due to its influence on the exterior appearance of existing buildings. This period is typically referred to as the "False Façade" era (ca. 1945-1970).

Love Place Historic District

The Love Place Historic District contains primary middle-class homes, while the adjoining Tockwotton area was developed by upper-class Thomasvillians and the wealthy northerners who came south for winter. Tradesmen such as painters, blacksmiths, carpenters, and grocers made Love Place their home. The district's homes document the architectural styles prevalent from the 1850's to the 1940's. Most were built from the 1880's to the 1930's. Except one brick home, all of the houses are wood frame. Most of the homes also have large front porches.

Stevens Street Historic District

The Stevens Street Historic District is an intact African-American neighborhood that developed in Thomasville after the Civil War. The southern end of this historic district was initially settled by freed slaves. Construction of the earliest homes took place in 1850 along Stevens Street. The architectural types include: shotgun, saddlebag, double-pen, hall parlor, Queen Anne, and bungalow. The district's landmark buildings include churches, two recreational facilities, and Douglass High School (DHS). DHS was the first African-American school in the region to have a gymnasium.

Tockwotton Historic District

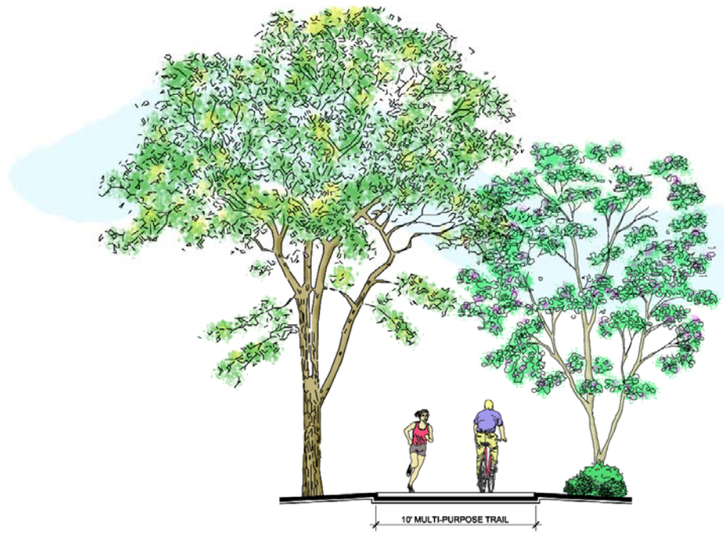
The area now known as Tockwotton was originally owned by Augustine Hansell. Hansell, a member of the Remington family, constructed a home on the edge of the city of Thomasville in 1852. "Tockwotton" derived its name from a tribe of Indians who lived in the vicinity of Rhode Island. The Remington family, which originated in Rhode Island, is attributed with naming the area.

The district contains the homes of representatives who, individually and collectively, contributed to the city's history. Prominent doctors, merchants, a mayor, and some of Thomasville's vacationing winter residents were among Tockwotton's historic homeowners. Tockwotton boasts a broad range of domestic architecture dating from the mid-nineteenth to the early twentieth century. Although some houses in the district are antebellum and date from Thomasville's early years, the majority of the homes date from the city's prosperous late nineteenth-early twentieth century winter resort period.

The houses in the district are representative of the type of historic residential architecture found in many of Georgia's smaller cities and towns and reflect prevailing national architectural practices that were locally interpreted. Architectural styles represented include: Greek Revival, Victorian Eclectic (with Italianate, Queen Anne, and Eastlake influences), and Neoclassical. The Tockwotton Historic District was listed on the National Register of Historic Places in September, 1984.

Trail Cross-Sections

The length of the trail will feature a few variations in cross-sections designed in accordance with the adjacent street or other surroundings. For example, portions of the trail will be along boardwalks to navigate through environmentally sensitive areas while other sections run along county easements with wooded surroundings.



Trail Cross-Sections

Marking the Thomasville Community Landmarks Trail

The primary purpose of marking the Thomasville Community Landmarks Trail is to guide users along the route. Identifiable trail markers direct travelers along the trail and assures users that they are following their desired route. While extensive sections of the trail are located along streets, providing frequent markings is crucial to keeping trail users on the trail.

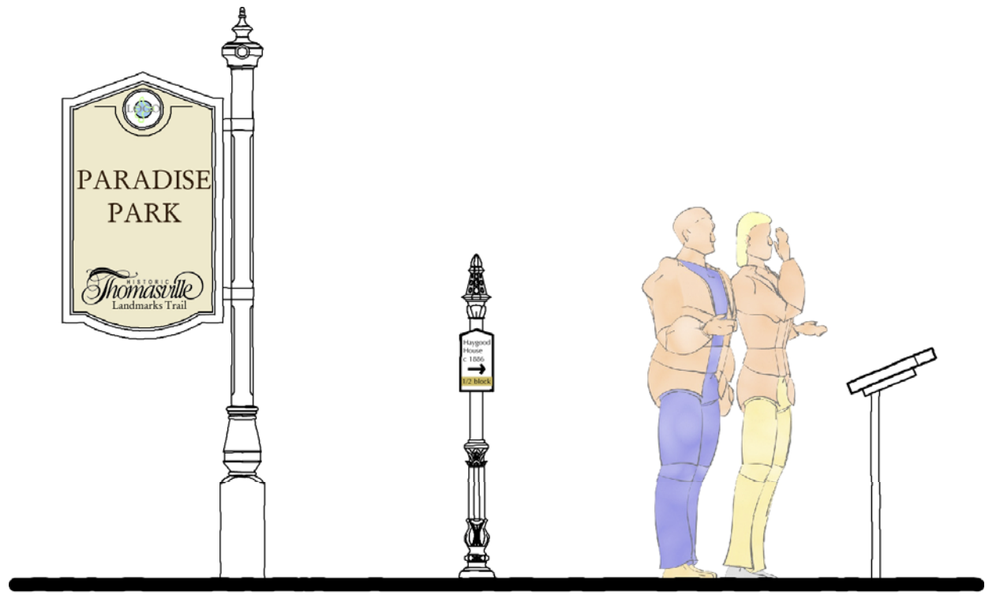
Trail markers also serve to raise public awareness of the Thomasville Community Landmarks Trail. The creation of a trail logo and frequent posting of trail markers and wayfinding signs is important in creating public awareness and maximizing visibility along the route.

Sign Types

Signs along the Thomasville Community Landmarks Trail are divided into three types:

- Park Gateway & Entry Signs
- Wayfinding Signs
- Interpretive / Historical Narrative Signs
- Trailhead Signs

Although each sign type is designed to serve a different function, the signs will serve the common purpose of guiding trail users along the route and bringing attention to historic resources along the way. The signs should be designed utilizing similar materials, colors, fonts and graphics. A trail logo utilizing contrasting colors should be incorporated into the design of the signs. This will serve to further unify the sign graphics and bring public awareness to the trail.



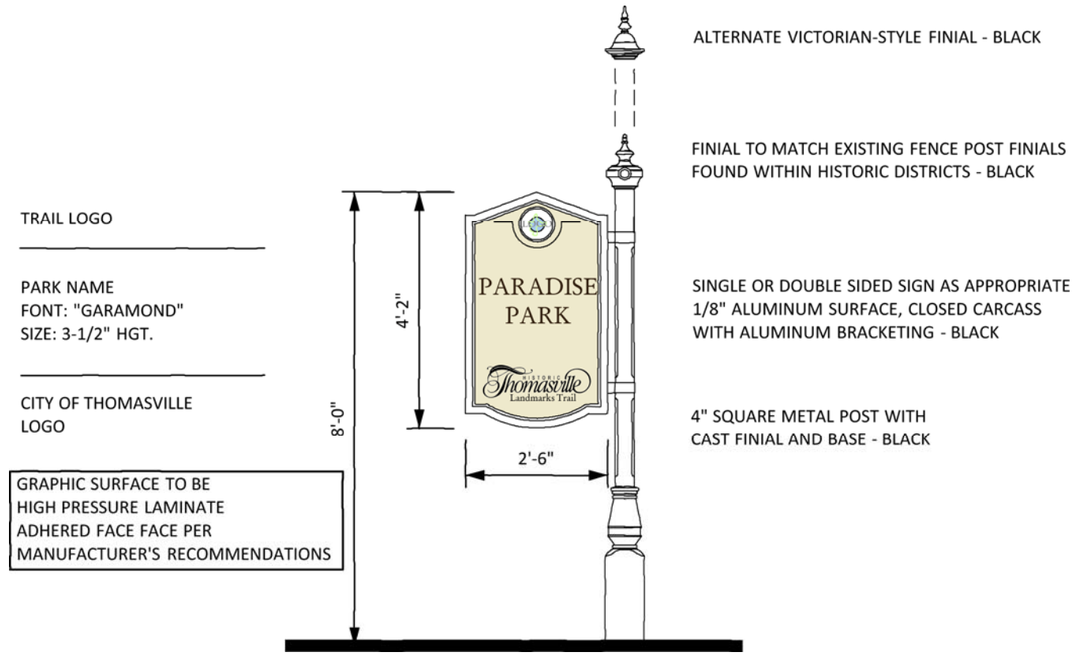
PARK GATEWAY SIGN

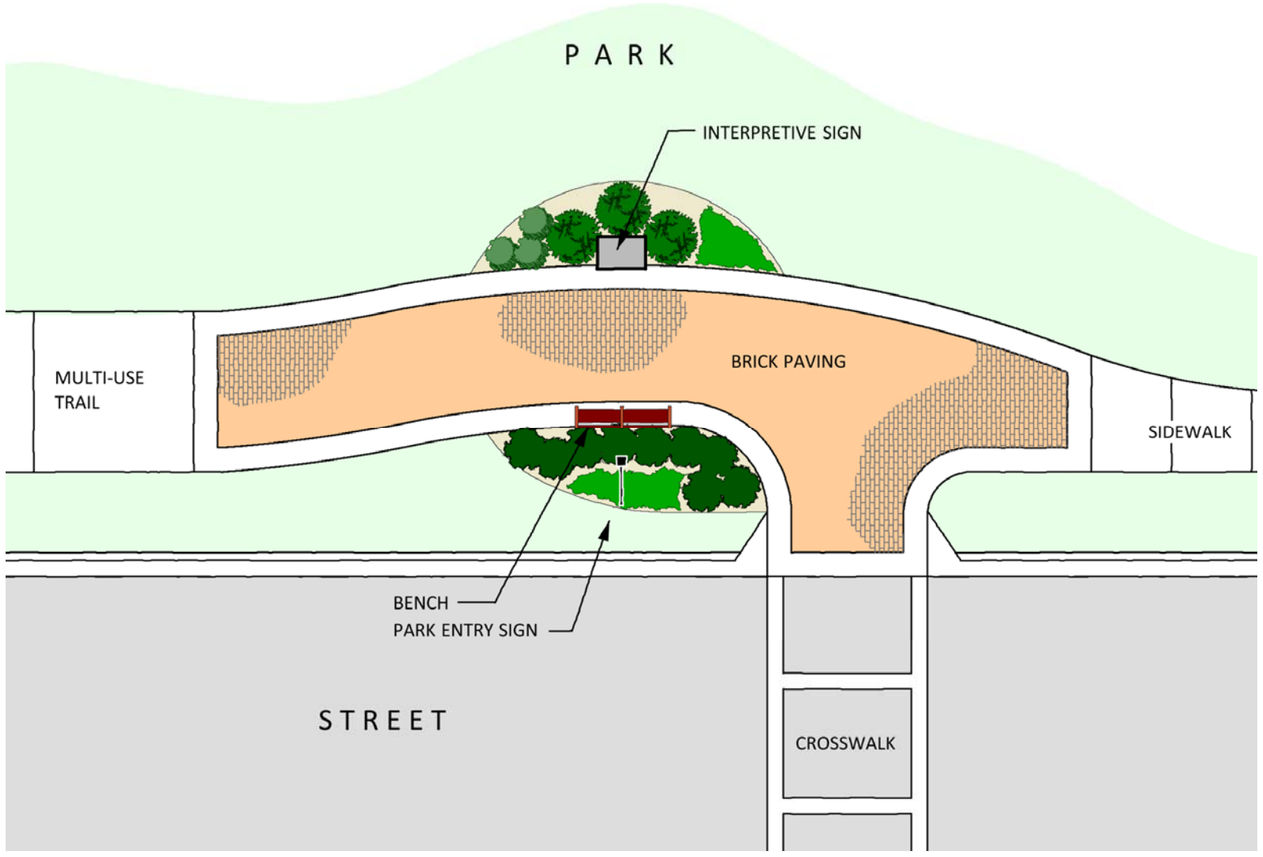
WAYFINDING SIGN

INTERPRETIVE SIGN

Park Gateway & Entry Sign

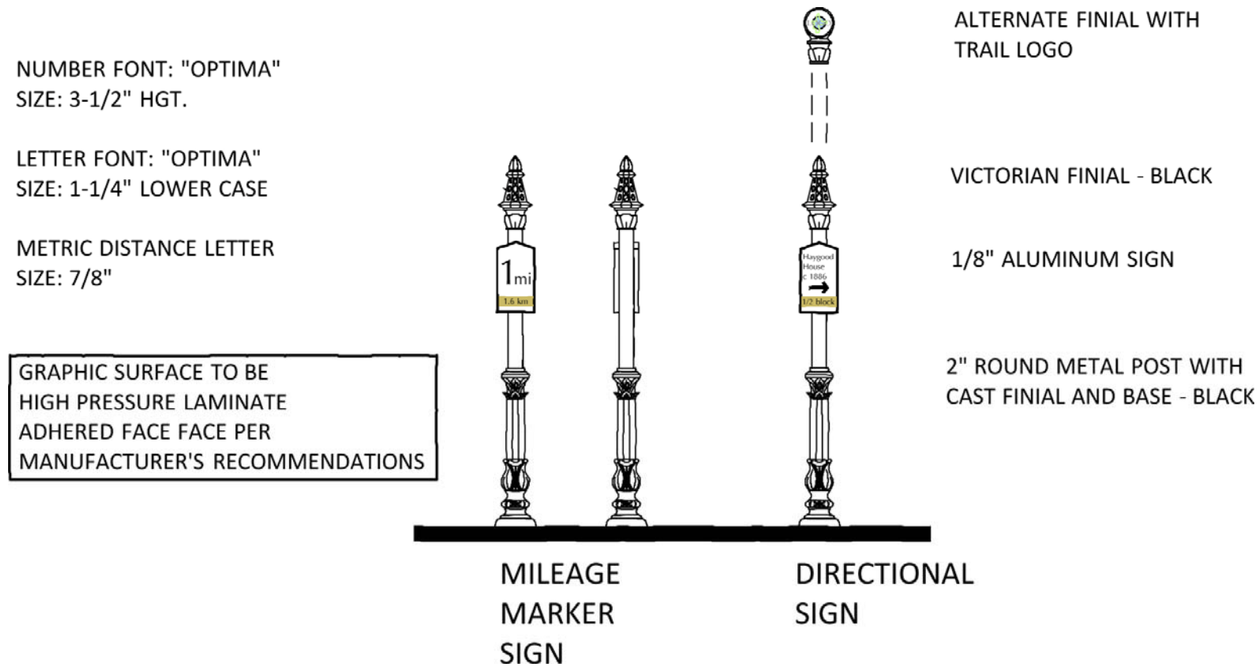
One of the goals of the Thomasville Community Landmarks Trail is to serve a means of connecting the various major city parks and historic districts. At points where the trail enters and/or leaves the park, a "gateway" is formed. The gateway to each park is thus identified with a sign similar in design and scale and will serve to identify the park to trail users. Because the gateways are located adjacent to streets, the signs are scaled so that they are easily identifiable and interpreted by vehicular traffic. Each sign should be located within a landscaped node and accompanied by an interpretive sign (if applicable) as in the case of Paradise Park.





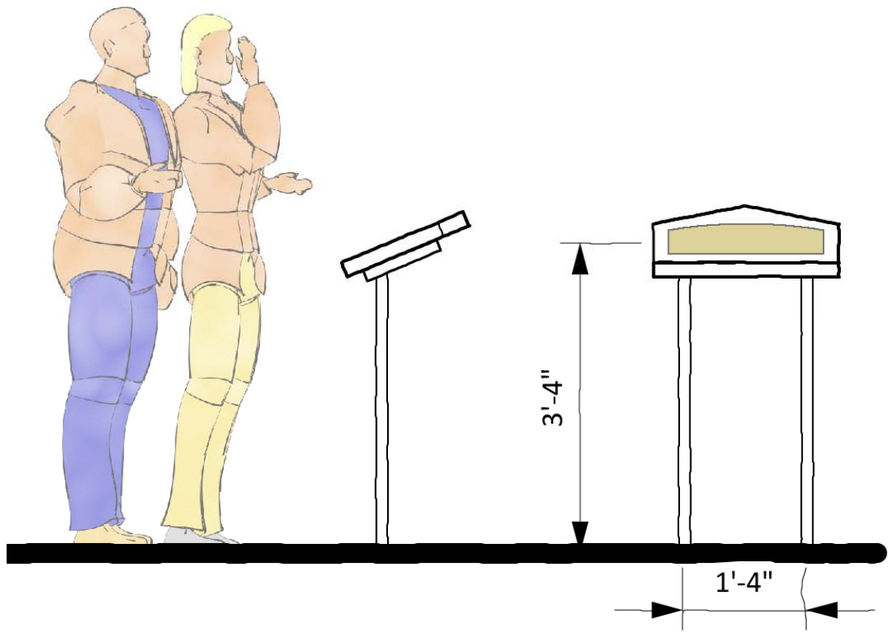
Wayfinding Signs

Accompanying the Park Gateway Signs is a series of wayfinding signs made of similar materials and sign graphics. These signs are used to instruct the trail user to trail direction, length and to historic resources which may be found close by to the trail route. Refer to the trail map for suggested locations of directional signs.



Interpretive / Historical Narrative Signs

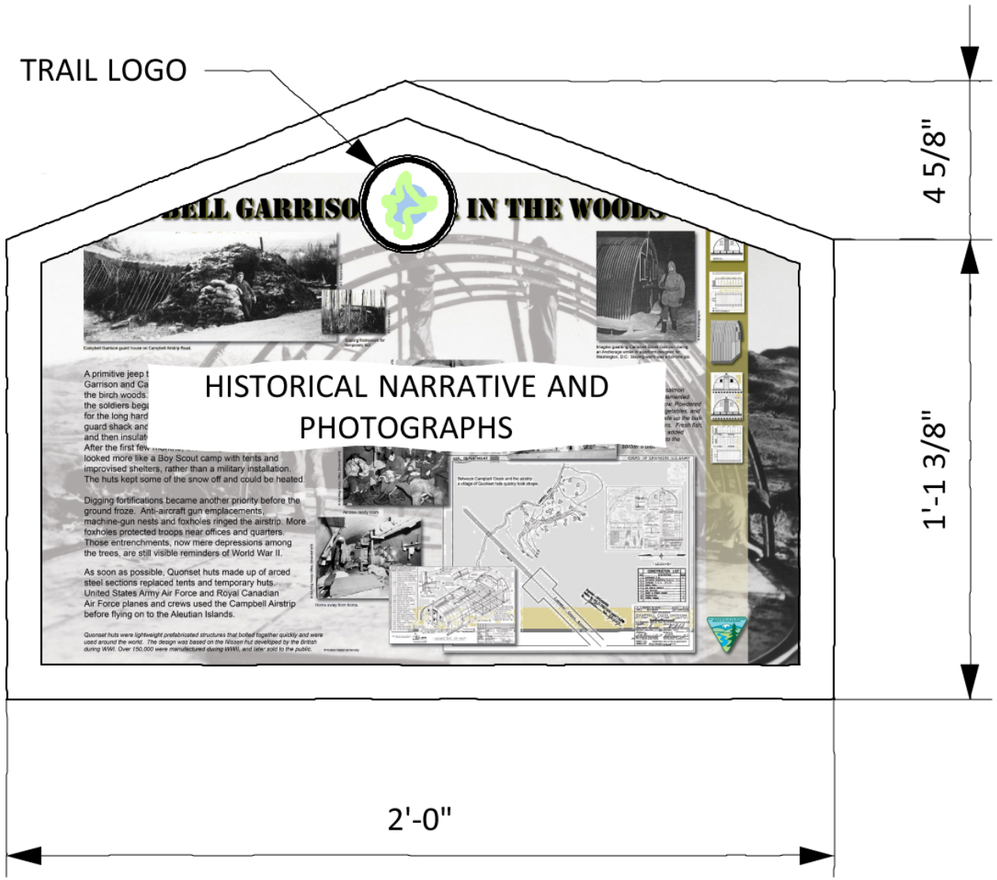
These signs allow Thomasville's rich history to come to life by incorporating historic photographs and historic narrative into a cohesive illustration. These signs will be discreetly placed at the historic resource which is located on the nearby the trail. The placement of the sign should easily identifiable yet not be placed in a manner which will aesthetically compromise or detract from the historic resource. Refer to the trail map for locations of historic resources to be identified.



INTERPRETIVE SIGN
1/8" ALUMINUM WELDED TO 1" ALUMINUM SQUARE TUBING.

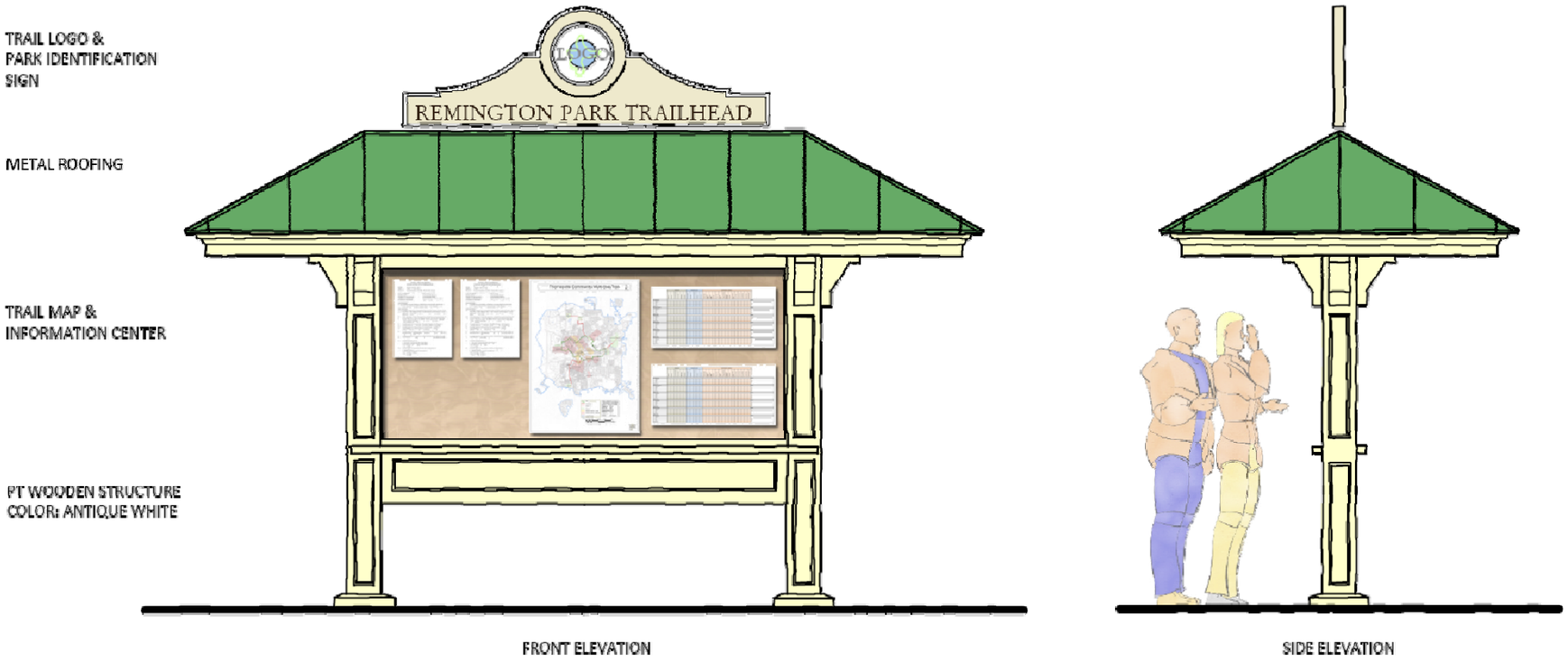
2" SQUARE METAL POST WITH WELDED BRACKETING - BLACK

HIGH PRESSURE LAMINATE GRAPHIC SURFACE (OR APPROVED SUBSTITUTE)



Trailhead Signs

Each trailhead, such as the Stevens Street Trailhead and the Remington Park Trailhead should be equipped with a kiosk and/or an information station. A map of the trail should be on display as well as the posting of trail use guidelines, rules and policies.



TRAILHEAD SIGN & KIOSK

Goals and Objectives

The goal of the landscape and plant palette is to establish a continuity for creating a new identity for each trailhead and park entry along the Thomasville Community Landmarks Trail. Each trailhead and park entry will require landscaping in order to enhance aesthetics, enhance the environment, and prevent soil erosion. Each marker will require a landscape plan that considers the unique character and physical conditions of each location. Factors to be considered include soil types and moisture levels, light exposure, maintenance requirements and public safety.

The following plant palette includes plants which perform well in the City of Thomasville and is not an exhaustive list. The list includes both indigenous and non-indigenous species. While not a specific requirement, every effort should be made to utilize indigenous plants in the landscape. An asterisk (*) indicates that the plant is indigenous to Georgia.

Large Canopy Trees—Deciduous

Acer rubrum- Red Maple*
Liriodendron tulipifera- Tulip Tree*
Nyssa sylvatica- Black Tupelo (Rear yard only)*
Plantas occidentalis- Sycamore*
Quercus alba- White Oak*
Quercus falcata-Southern Red Oak*
Quercus coccinea- Scarlet Oak
Quercus phellos- Willow Oak*
Quercus laurifolia- Laurel Oak
Quercus shumardii- Shumard Oak*
Quercus virginiana- Live Oak*
Carya illinoiensis- Pecan (Rear yard only)*
Fagus Americana- American Beech*
Fraxinus Americana- White Ash*

Large Trees—Evergreen

Cryptomeria japonica- Japanese Cryptomeria
Magnolia grandiflora- Southern Magnolia*
Cedrus deodara- Deodar Cedar
Pinus taeda- Loblolly Pine*
Pinus palustris– Longleaf Pine*
Thuga 'Green Giant'- Green Giant

Small and Ornamental Trees

Amelanchier canadensis- Serviceberry*
Carpinus caroliniana- American Hornbeam*
Cercis canadensis- Eastern Redbud*
Cornus florida- Flowering Dogwood*
Crataegus phaenophyrum- Washington Hawthorne*
Lagerstroemia indica- Crape Myrtle
Magnolia soulangiana- Saucer Magnolia
Malus hybrida- Flowering Crabapple
Prunus caroliniana- Carolina Cherry Laurel*
Prunus subhirtella- Okame Cherry
Prunus yedoensis- Yoshino Cherry
Salix caprea- Pussy Willow
Vitex agnus-castus- Chaste Tree
Cyrus reuduta-Sago Palm
Sabal minor– Dwarf Palmetto

Evergreen Shrubs 6-12 Feet

Azalea indica- Indian Azalea
Camellia japonica- Japanese Camellia
Camellia sasanqua- Sasanqua Camellia
Ilex x Nellie R. Stevens- Nellie R. Stevens Holly
Ilex attenuata 'Fosteri'- Foster Holly
Myrica cerifera- Southern Wax Myrtle*
Prunus caroliniana- Carolina Cherry Laurel*
Osmanthus spp.

Deciduous Shrubs 6-12 Feet

Azalea nudifloria- Wild Honeysuckle
Buddleia davidii- Butterfly Bush
Kolwitzia amabilis- Beauty Bush
Hydrangea mycrophylla- Big Leaf Hydrangea
Magnolia stellata- Star Magnolia
Lonicera fragrantissima- Winter Honeysuckle
Spirea vanhouttei- Vanhoutte Spirea
Spirea prunifolia plena- Bridalwreath Spirea
Weigela florida- Weigela

Evergreen Shrubs 4-6 Feet

Azalea molle hybrida- Mollis Azalea
Abelia grandiflora- Glossy Abelia
Azalea hybrida- Azalea
Jasminum floridum- Flowering Jasmine
Gardenia jasminoides- Gardenia
Ilex crenata 'Rotundifolia'- Roundleaf Holly
Ilex cornuta 'Burfordi nana'- Dwarf Burford Holly
Ilex crenata 'Helleri'- Helleri Holly
Prunus laurocerasus 'Otto Luyken'- Otto Luyken Laurel
Prunus laurocerasus'Schipaensis'- Schip Laurel
Prunus laurocerasus–Zabeliana'- Zabel Laurel
Pyracantha coccinea- Scarlet Firethorn
Raphiolepsis indica- Indian Hawthorne

Deciduous Shrubs, 4 to 6 Feet

Calicarpa americana- Beautyberry?
Chaenomeles specious- Flowering Quince
Rosa spp.
Euonymous alata 'Compacta'- Dwarf Winged Euonymous
Forsythia x intermedia 'Lynwood Gold'- Forsythia
Hydrangea arborscens 'Grandiflora'- Snowball Hydrangea
Panicum virgatum 'Haense Herms'- Red Switch Grass
Spirea cantoniensis- Reeves Spirea
Spirea thunbergii- Thunbers Spirea

Ground Covers

Boutelora gracilis- Mosquito Grass/Blue Gramma
Echiniciea purpurea- Purple Coneflower
Euonymous fortuneii 'Colaratus'- Winter Creeper
Hedera helix- English Ivy
Hemerocallis 'Stella d'Oro'- Daylily
Iberis sempervirens- Evergreen Candytuft
Narcissus spp.- Daffodil
Pachysandra terminalis- Japanese Spurge
Rudbeckia hirta- Black Eyed Susan
Vinca minor- Periwinkle
Liriope muscari- Liriope
Ophiopogon japonicus- mondograss
Osmunda cinamomea- Cinnamon Fern*
Polystitchum arostichoids– Christmas Fern*
Juniperus procumbens- Japanese Garden Juniper

Plant Palette

PARCEL NUMBER	NAME	ADDRESS	CITY	STATE	ZIP	PHASE NUMBER
005 017014	[redacted]					Phase I
008 004016						Phase I
005 017012						Phase I
010 004003						Phase II
013 007001						Phase IV-A
055 TH 054						Phase IV-A
013 007006						Phase IV-A
013 006003						Phase IV-A
055 TH 054						Phase IV-A
013 005004						Phase IV-A
001 007001						Phase IV-B
001 010014						Phase IV-B
002 005019						Phase IV-B
001 010006						Phase IV-B
001 010010						Phase IV-B
001 023001						Phase IV-B
002 005008						Phase IV-B
056 TH 046						Phase IV-B
001 010011						Phase IV-B
001 010013						Phase IV-B
001 010015						Phase IV-B
001 006011						Phase IV-B
007 055034						Phase V
018 040003						Phase V
017 001001						Phase V
056 TH 032						Phase V
017 001011						Phase V
017 032011						Phase V
010 007018						Rem Pass
010 007017						Rem Pass
010 006001						Rem Pass
010 006002						Rem Pass

Table of Affected Parcels

The table at left provides information of parcels along each phase of the trail that will be impacted by the future construction of the trail. The type and extent of impact will be determined during the design and engineering phase of the trail.

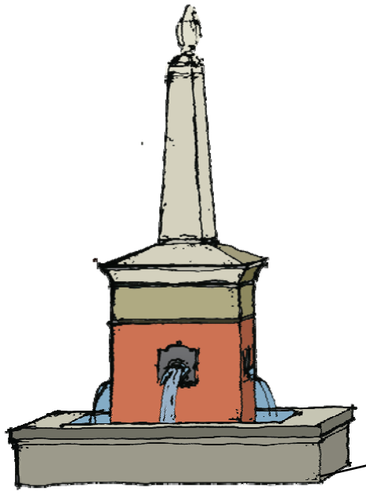
Affected Parcels

SECTION C

Trail Phases

"Great walking cities are those with destinations within a 15- to 20-minute walk of each other... varied architecture... filled with open spaces and parks... widened sidewalks, auto-restricted zones, and amenities such as benches, signs, and fountains."

- The Walking Magazine AUGUST 1991

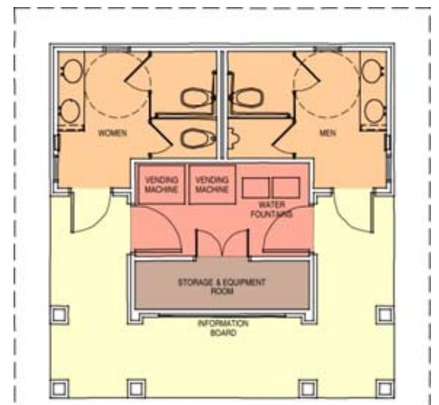


Jackson Street Water Feature

Splash Ground

Outdoor Amphitheater

Trailhead Restrooms with Information Kiosk



Trailhead Restroom Floorplan

View Opposite the Trailhead on Stevens Street

Jackson Street Downtown Courtyard Rendering
The rendering depicts the proposed downtown courtyard accessed via Jackson Street in the Historic Downtown District. The water feature is prominently featured along Jackson Street, inviting pedestrians to enter and explore the trailhead park.

Vacant Lot Proposed to be Courtyard

Phase I

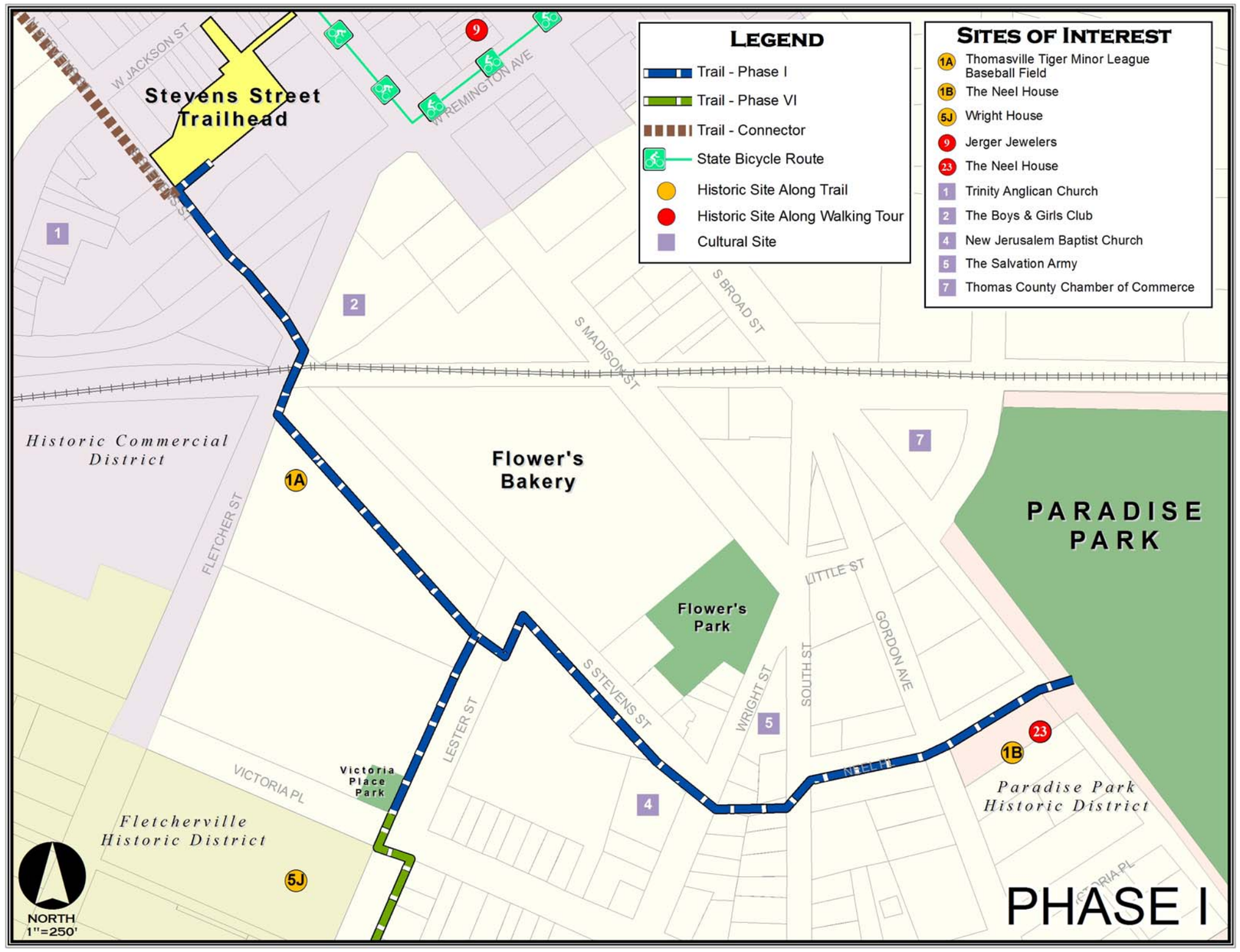
Stevens Street Trailhead

THE STEVENS STREET TRAILHEAD is located in the Historic Downtown District and provides critical interconnection between the downtown area and the Landmarks Trail. The trailhead includes amenities that provide a sense of place and culture within the larger context of the City.

A downtown courtyard is accessed via Jackson Street and includes: Jackson Street Water Feature, Specialty Paving, Tree-Lined Plaza, Benches & Tables, and Wall Treatments. Within the trailhead park, other public features include a splash ground, outdoor amphitheater, and restrooms. The restroom facility will have vending machines, ADA Accessible Restrooms, and a community bulletin board.

The outdoor amphitheater has a 900-person seating capacity, is adjacent to parking & loading areas. It also features an evergreen stage backdrop and is in close proximity to restrooms.

Amenities: Downtown Courtyard, Water Feature, Splash Ground, Outdoor Amphitheater, Restrooms with Information Kiosk, and Parking.


LEGEND
Trail - Phase I
Trail - Phase VI
Trail - Connector
State Bicycle Route
Historic Site Along Trail
Historic Site Along Walking Tour
Cultural Site
SITES OF INTEREST
1A Thomasville Tiger Minor League Baseball Field
1B The Neel House
5J Wright House
9 Jerger Jewelers
23 The Neel House
1 Trinity Anglican Church
2 The Boys & Girls Club
4 New Jerusalem Baptist Church
5 The Salvation Army
7 Thomas County Chamber of Commerce
Stevens Street Trailhead
W JACKSON ST
W REMINGTON AVE
FLETCHER ST
S BROAD ST
S MADISON ST
Historic Commercial District
Flower's Bakery
PARADISE PARK
Flower's Park
LITTLE ST
SOUTH ST
GORDON AVE
WRIGHT ST
S STEVENS ST
LESTER ST
VICTORIA PL
Victoria Place Park
Fletcherville Historic District
Paradise Park Historic District
NEEL H
NORTH
1"=250'
PHASE I

Neel House
Elijah Leon Neel built this house in the Neo-Classical style as his family home in 1907. As young teens, Elijah and his brother John joined the Confederates to fight for "The Cause". Paroled by Union forces at the wars end, the boys were stripped of their weapons, food, horses, and manservant. Both young men walked all the way home from North Carolina. In later years, Elijah would gather all the family men on the front porch, rock and talk interminably. Women were not allowed, so they usually amused themselves in the park across the street, Paradise Park.

The Needham House

Paradise Park

Phase I

Narrative: Phase 1 will begin at the Stevens Street Trailhead and continue through the Historic Commercial District all the way to Paradise Park. It passes in view of the Thomasville Utilities Building, Flowers Bakery, the Needham House, Neel House and along a drainage canal. The character of the surrounding area of the trail is primarily urban commercial and residential areas. This phase of the Landmarks Trail is currently in the engineering phase.

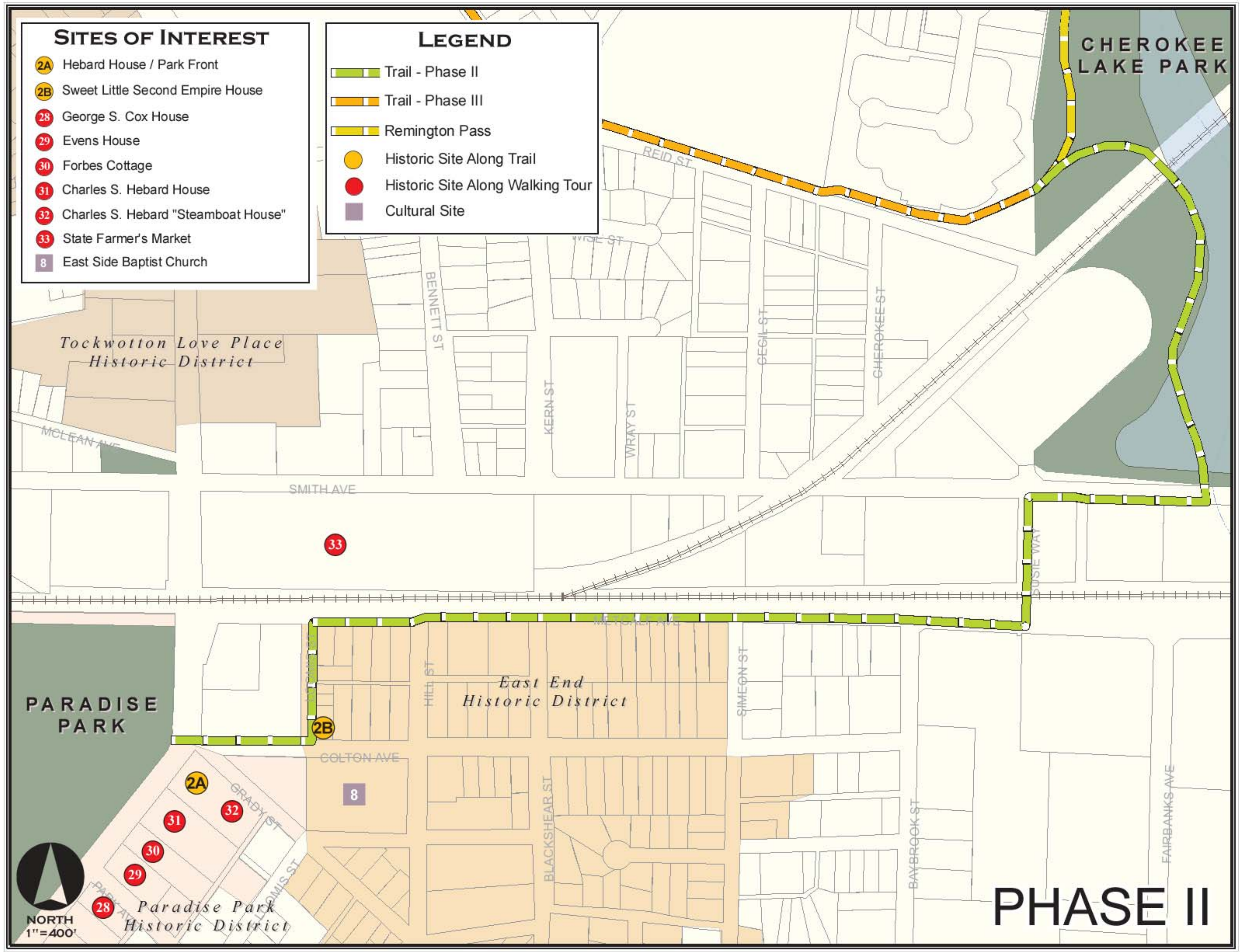
Links: Stevens Street Trailhead to Paradise Park.

Points of Interest / Historical Resources: Thomasville Tiger Minor League Baseball Field & Neel House.

Approximate Length: 0.56 Miles

Additional Comments: Funding for Phase I is in place and construction documents are currently under development. Special safety considerations need to be made for the railroad crossing at Fletcher Street.

Phase I



Sites of Interest
2A Hebard House / Park Front
2B Sweet Little Second Empire House
28 George S. Cox House
29 Evens House
30 Forbes Cottage
31 Charles S. Hebard House
32 Charles S. Hebard "Steamboat House"
33 State Farmer's Market
8 East Side Baptist Church
Legend
Trail - Phase II
Trail - Phase III
Remington Pass
Historic Site Along Trail
Historic Site Along Walking Tour
Cultural Site
CHEROKEE LAKE PARK
REID ST
BENNETT ST
CECIL ST
CHEROKEE ST
KERN ST
WRAY ST
Tockwotton Love Place Historic District
MCLEAN AVE
SMITH AVE
33
East End Historic District
HILL ST
SIMEON ST
PARADISE PARK
2B
COLTON AVE
2A
8
GRADY ST
32
31
30
29
28
BLACKSHEAR ST
BAYBROOK ST
FAIRBANKS AVE
Paradise Park Historic District
NORTH
1"=400'
PHASE II

Smith Avenue Bridge Rendering
The rendering depicts a proposed crossing of Smith Avenue via an elevated pedestrian bridge. The bridge crosses over Smith Avenue and connects with the existing trail system of Cherokee Lake Park.

Phase II

Narrative: The Phase II trail departs Paradise Park and travels along Metcalf Avenue (predominately unpaved) adjacent to the railroad line. The trail turns to align with Suzie Way then Smith Avenue until reaching the proposed pedestrian bridge that will cross over to Smith Avenue where it connects with the existing trail system of Cherokee Lake Park.

Links: Paradise Park to Cherokee Lake Park.

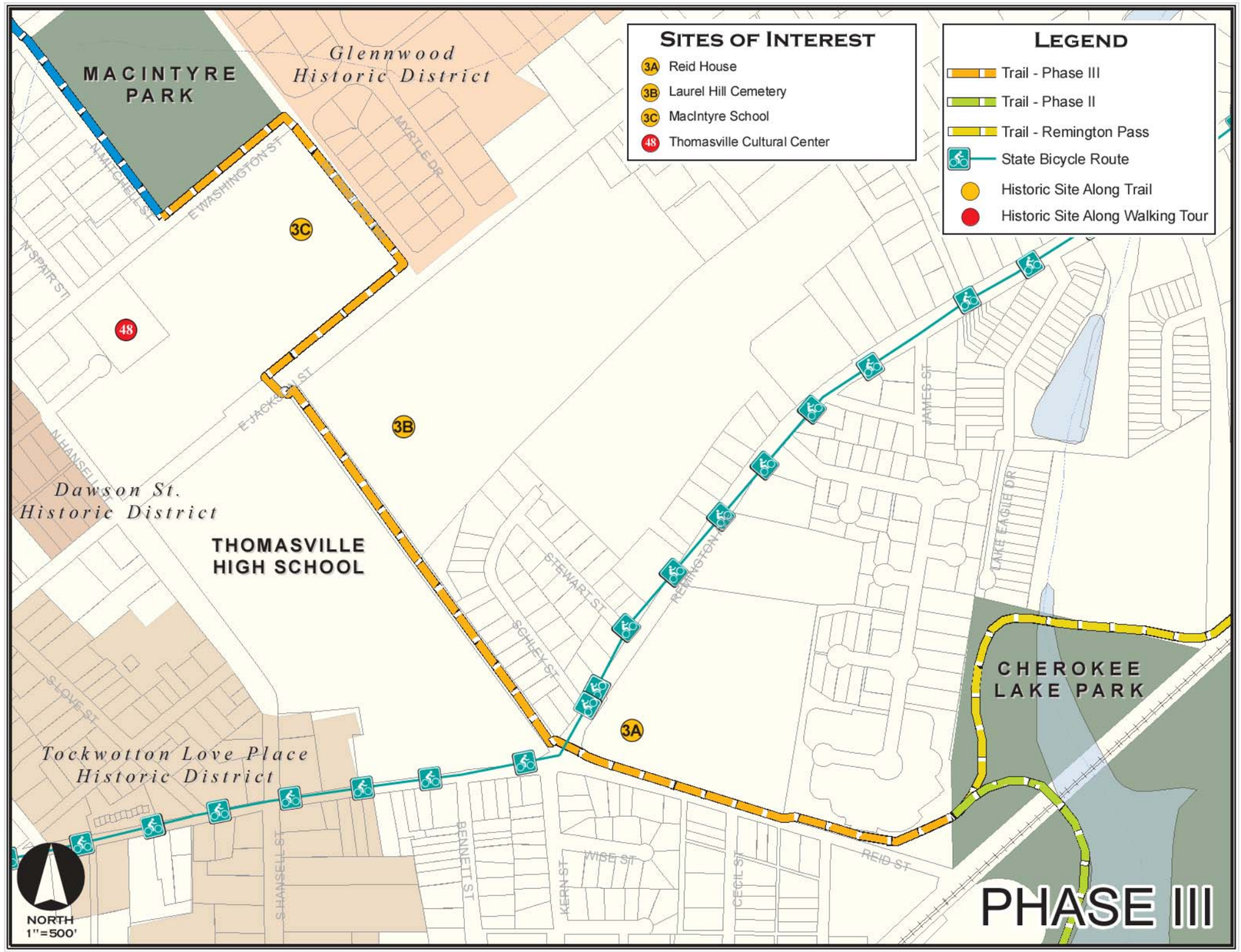
Points of Interest / Historical Resources Hebard House, Sweet Little Second Empire House, Lumber Mill Ruins, and Thomasville's Rose Test Garden.

Approximate Length: 1.16 Miles

Estimated Cost: $1,118,178

Additional Comments: A significant portion of the Phase II trail is adjacent to a railroad line.

The railroad right-of-way needs to be determined in order to determine land acquisition needs and final trail alignment. The crossing over Smith Avenue will require Department of Transportation approval, coordination and permitting. This trail section would provide much needed pedestrian access between Paradise Park and Cherokee Lake Park.


SITES OF INTEREST
3A Reid House
3B Laurel Hill Cemetery
3C MacIntyre School
48 Thomasville Cultural Center
LEGEND
Trail - Phase III
Trail - Phase II
Trail - Remington Pass
State Bicycle Route
Historic Site Along Trail
Historic Site Along Walking Tour
MACINTYRE PARK
Glennwood Historic District
MYRTLE DR
N MICHELL ST
E WASHINGTON ST
N SPAIR ST
E JACKSON ST
N HANSELL ST
Dawson St. Historic District
THOMASVILLE HIGH SCHOOL
S HANSELL ST
S LOVE ST
Tockwotton Love Place Historic District
BENNETT ST
KERN ST
WISE ST
CECIL ST
REID ST
STEWART ST
SCHLEY ST
REMINGTON DR
JAMES ST
LAKE EAGLE DR
CHEROKEE LAKE PARK
3A
3B
3C
48
NORTH
1"=500'
PHASE III

Rendering of Trail along MacIntyre School Frontage

The above rendering depicts the 10 foot wide multi-use trail along Glenwood Drive and in front of MacIntyre School. On-street parking, a turf strip, and lights provide additional buffering for those on the trail.

Phase III

Narrative: Phase III connects Cherokee Lake Park to MacIntyre Park. The trail travels along Reid Street, between Thomasville High School and Laurel Hill Cemetery within a public right-of-way, then crosses East Jackson Street at the existing crosswalk. From the crosswalk, the trail runs along East Jackson Street to Glenwood Drive , then along Glenwood Drive in front of the MacIntyre School which is also the southwest edge of the Historic Glenwood District. The trail runs along Glenwood Drive to East Washington and until it reaches MacIntyre Park.

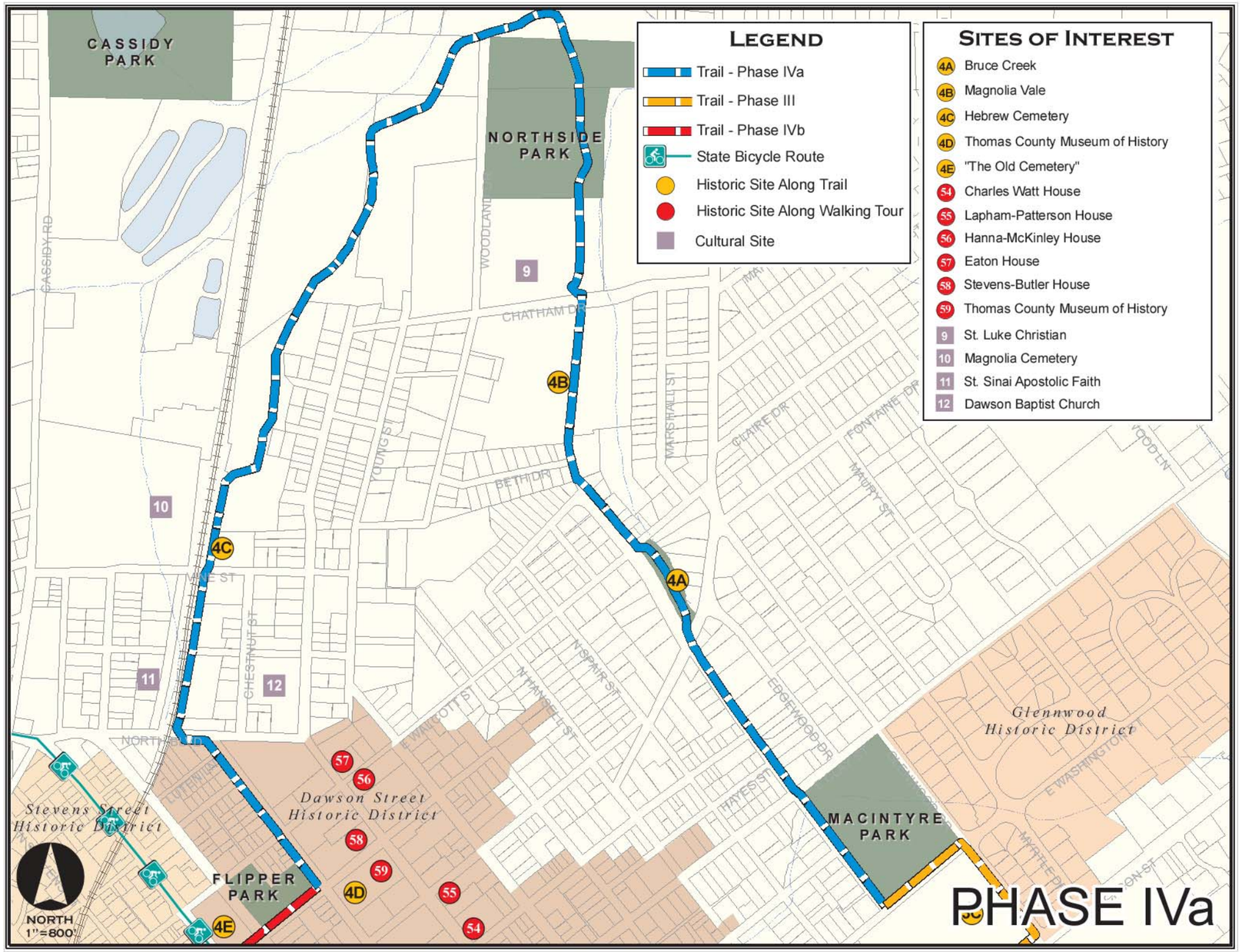
Links: Cherokee Lake to MacIntyre Park.

Points of Interest / Historical Resources Reid House, Laurel Hill Cemetery, and MacIntyre School.

Approximate Length: 1.16 Miles

Estimated Cost: $695,131

Additional Comments: To construct the trail in front of MacIntyre School, the existing retaining wall will need to be moved closer to the school and increased in height. Pedestrian lights that complement the historic nature of MacIntyre School should be installed along Glenwood Avenue to improve safety.


CASSIDY PARK
NORTHSIDE PARK
CASSIDY RD
WOODLAND
CHATHAM DR
YOUNG ST
BETH DR
MARSHALL ST
CLAIRE DR
FONTAINE DR
MAURY ST
WOOD LN
CHESTNUT ST
NORTH ST
E WALCOTT ST
N SPAIR ST
N HAYES ST
EDGEWOOD DR
HAYES ST
E WASHINGTON ST
MYRTLE ST
Stevens Street Historic District
Dawson Street Historic District
Glennwood Historic District
FLIPPER PARK
MACINTYRE PARK
NORTH
1"=800'
LEGEND
Trail - Phase IVa
Trail - Phase III
Trail - Phase IVb
State Bicycle Route
Historic Site Along Trail
Historic Site Along Walking Tour
Cultural Site
SITES OF INTEREST
4A Bruce Creek
4B Magnolia Vale
4C Hebrew Cemetery
4D Thomas County Museum of History
4E "The Old Cemetery"
54 Charles Watt House
55 Lapham-Patterson House
56 Hanna-McKinley House
57 Eaton House
58 Stevens-Butler House
59 Thomas County Museum of History
9 St. Luke Christian
10 Magnolia Cemetery
11 St. Sinai Apostolic Faith
12 Dawson Baptist Church
PHASE IVa

Thomas County Museum of History

Phase IVa

Narrative: Phase IVa connects four parks, includes long stretches that run within city utility easements, and also runs along a railroad right-of-way. It also ventures through the Dawson Street Historic District.

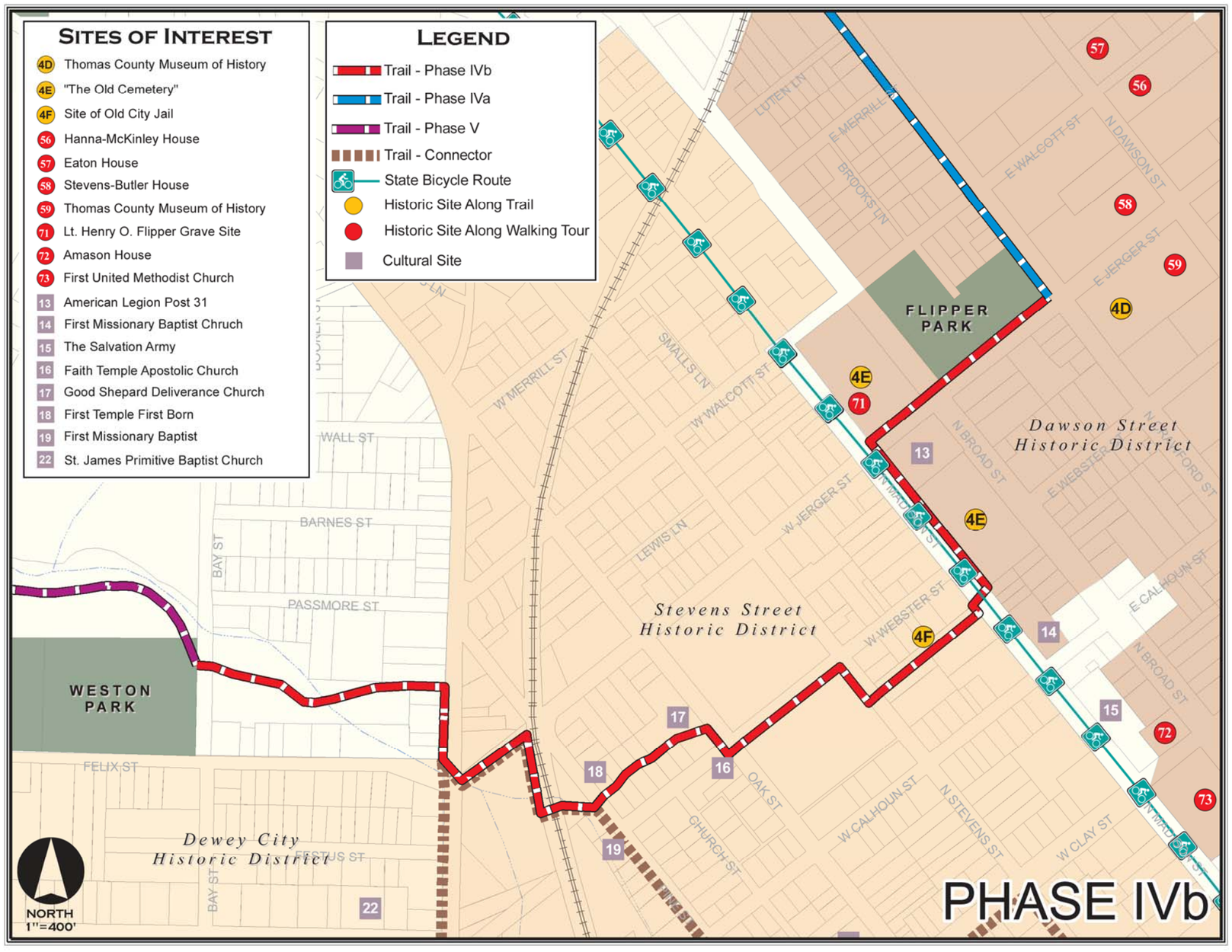
Links: MacIntyre Park through Bruce Park and Northside Park to Flipper Park.

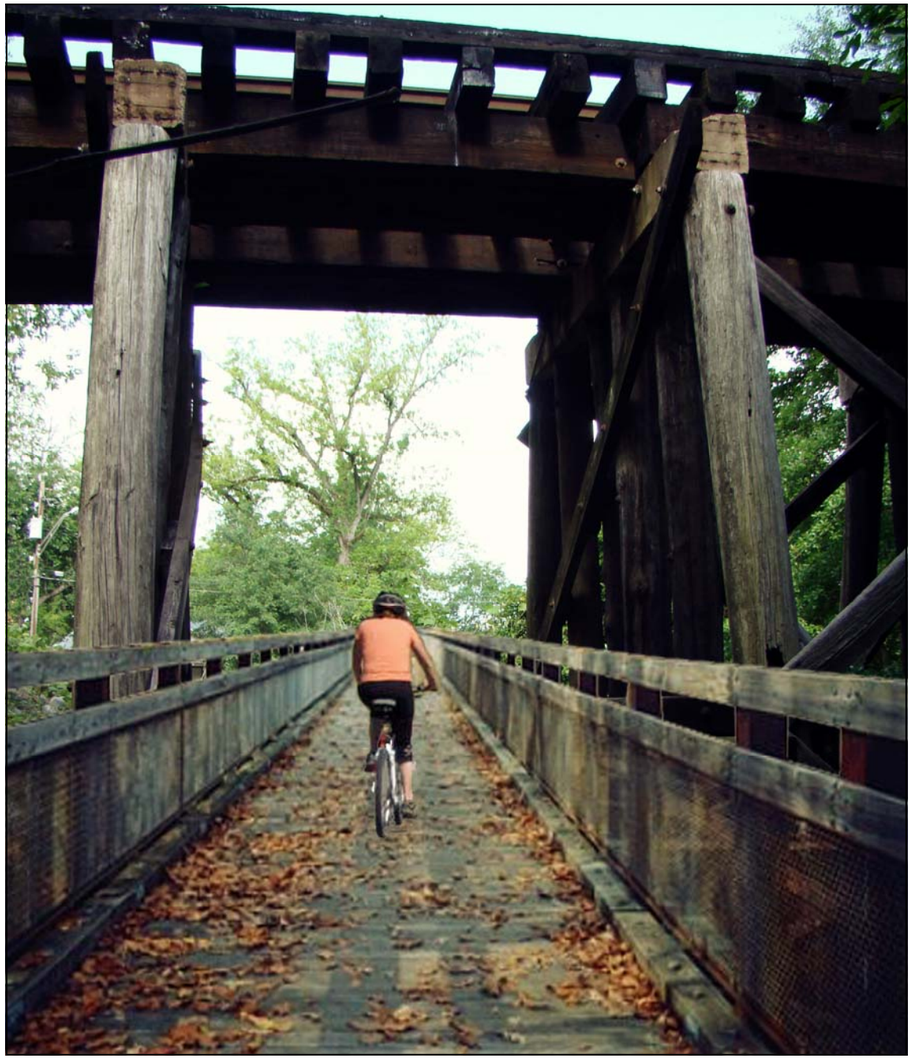
Points of Interest / Historical Resources Bruce Creek, Magnolia Vale, Hebrew Cemetery, and the Thomas County Museum of History.

Approximate Length: 2.77 Miles

Estimated Cost: $1,700,258

Additional Comments: At Bruce Park, the trail should meander through the trees and allow glimpses of Bruce Creek. When constructing the trail through Bruce Park, park benches, trash receptacles, signage, and rest stations with bike racks should also be installed.


SITES OF INTEREST
4D Thomas County Museum of History
4E "The Old Cemetery"
4F Site of Old City Jail
56 Hanna-McKinley House
57 Eaton House
58 Stevens-Butler House
59 Thomas County Museum of History
71 Lt. Henry O. Flipper Grave Site
72 Amason House
73 First United Methodist Church
13 American Legion Post 31
14 First Missionary Baptist Chruch
15 The Salvation Army
16 Faith Temple Apostolic Church
17 Good Shepard Deliverance Church
18 First Temple First Born
19 First Missionary Baptist
22 St. James Primitive Baptist Church
LEGEND
Trail - Phase IVb
Trail - Phase IVa
Trail - Phase V
Trail - Connector
State Bicycle Route
Historic Site Along Trail
Historic Site Along Walking Tour
Cultural Site
FLIPPER PARK
WESTON PARK
Dawson Street Historic District
Stevens Street Historic District
Dewey City Historic District
LUTEN LN
E MERRILL ST
BROOKS LN
E WALCOTT ST
N DAWSON ST
E JERGER ST
W MERRILL ST
SMALLS LN
W WALCOTT ST
N BROAD ST
E WEBSTER ST
WALL ST
BARNES ST
BAY ST
PASSMORE ST
LEWIS LN
W JERGER ST
W WEBSTER ST
E CALHOUN ST
FELIX ST
FESTUS ST
OAK ST
CHURCH ST
W CALHOUN ST
N STEVENS ST
W CLAY ST
NORTH
1"=400'
PHASE IVb



Rendering of Trail Through Railroad Trestle
This boardwalk section of the trail crosses under the existing railroad trestle and parallel to an adjacent creek.

Existing Railroad Trestle

The Old Cemetery

Phase IVb

Narrative: Phase IVb connects Flipper Park to Weston Park. It also connects the Dawson Street Historic District, Stevens Street Historic District, and Dewey City Historic District. The character of the adjacent areas to the trail is primarily residential neighborhoods. One portion of the trail crosses beneath a railroad trestle and in close proximity to a creek. Many portions of this section of the trail are along narrow and crowded residential neighborhoods.

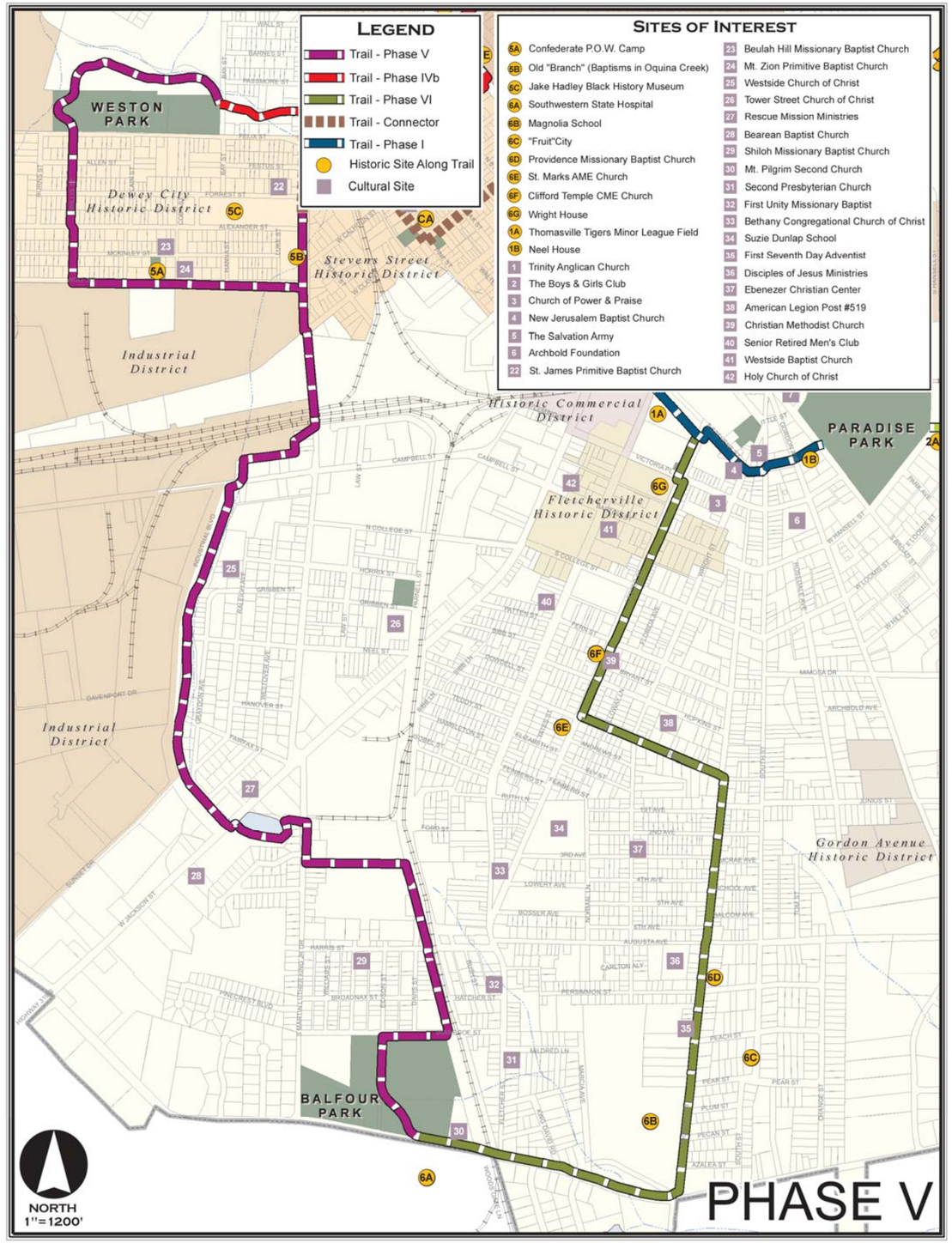
Links: Flipper Park to Weston Park.

Points of Interest / Historical Resources "The Old Cemetery" and Site of Old City Jail.

Approximate Length: 1.01 Miles

Estimated Cost: $679,299

Additional Comments: The section of trail that passes through the railroad trestle will require approval from the railroad company.


LEGEND
Trail - Phase V
Trail - Phase IVb
Trail - Phase VI
Trail - Connector
Trail - Phase I
Historic Site Along Trail
Cultural Site
SITES OF INTEREST
5A Confederate P.O.W. Camp
5B Old "Branch" (Baptisms in Oquina Creek)
5C Jake Hadley Black History Museum
6A Southwestern State Hospital
6B Magnolia School
6C "Fruit"City
6D Providence Missionary Baptist Church
6E St. Marks AME Church
6F Clifford Temple CME Church
6G Wright House
1A Thomasville Tigers Minor League Field
1B Neel House
1 Trinity Anglican Church
2 The Boys & Girls Club
3 Church of Power & Praise
4 New Jerusalem Baptist Church
5 The Salvation Army
6 Archbold Foundation
22 St. James Primitive Baptist Church
23 Beulah Hill Missionary Baptist Church
24 Mt. Zion Primitive Baptist Church
25 Westside Church of Christ
26 Tower Street Church of Christ
27 Rescue Mission Ministries
28 Bearean Baptist Church
29 Shiloh Missionary Baptist Church
30 Mt. Pilgrim Second Church
31 Second Presbyterian Church
32 First Unity Missionary Baptist
33 Bethany Congregational Church of Christ
34 Suzie Dunlap School
35 First Seventh Day Adventist
36 Disciples of Jesus Ministries
37 Ebenezer Christian Center
38 American Legion Post #519
39 Christian Methodist Church
40 Senior Retired Men's Club
41 Westside Baptist Church
42 Holy Church of Christ
WESTON PARK
PARADISE PARK
BALFOUR PARK
Dewey City Historic District
Stevens Street Historic District
Industrial District
Industrial District
Historic Commercial District
Fletcherville Historic District
Gordon Avenue Historic District
NORTH
1"=1200'
PHASE V

Jack Hadley Black History Museum

James "Jack" Hadley, a native of Thomasville, was born out at Pebble Hill Plantation in Thomas County in 1936 to the late Dennis and Rosetta James Hadley, the parents of 15 children. He graduated from Douglass High School in June 1956, and enlisted in the United States Air Force where he served his country for twenty eight years and retired in 1984. Jack also was employed with the United States Postal Service as a City Letter Carrier for twelve years and retired on April 1, 1997.

Phase V

Narrative: Phase V connects Weston Park to Balfour Park. The trail passes through Dewey City Historic District via abandoned and unimproved right-of-ways to Wolf Street. From there, the trail travels along the Industrial District by the Confederate P.O.W. Camp , Old "Branch", and Stevens Street Historic District to the Jake Hadley Black History Museum. The trail then travels along Martin Luther King, Jr. Boulevard, Industrial Avenue, and a railroad right-of-way to Balfour Park.

Links: Weston Park to Balfour Park.

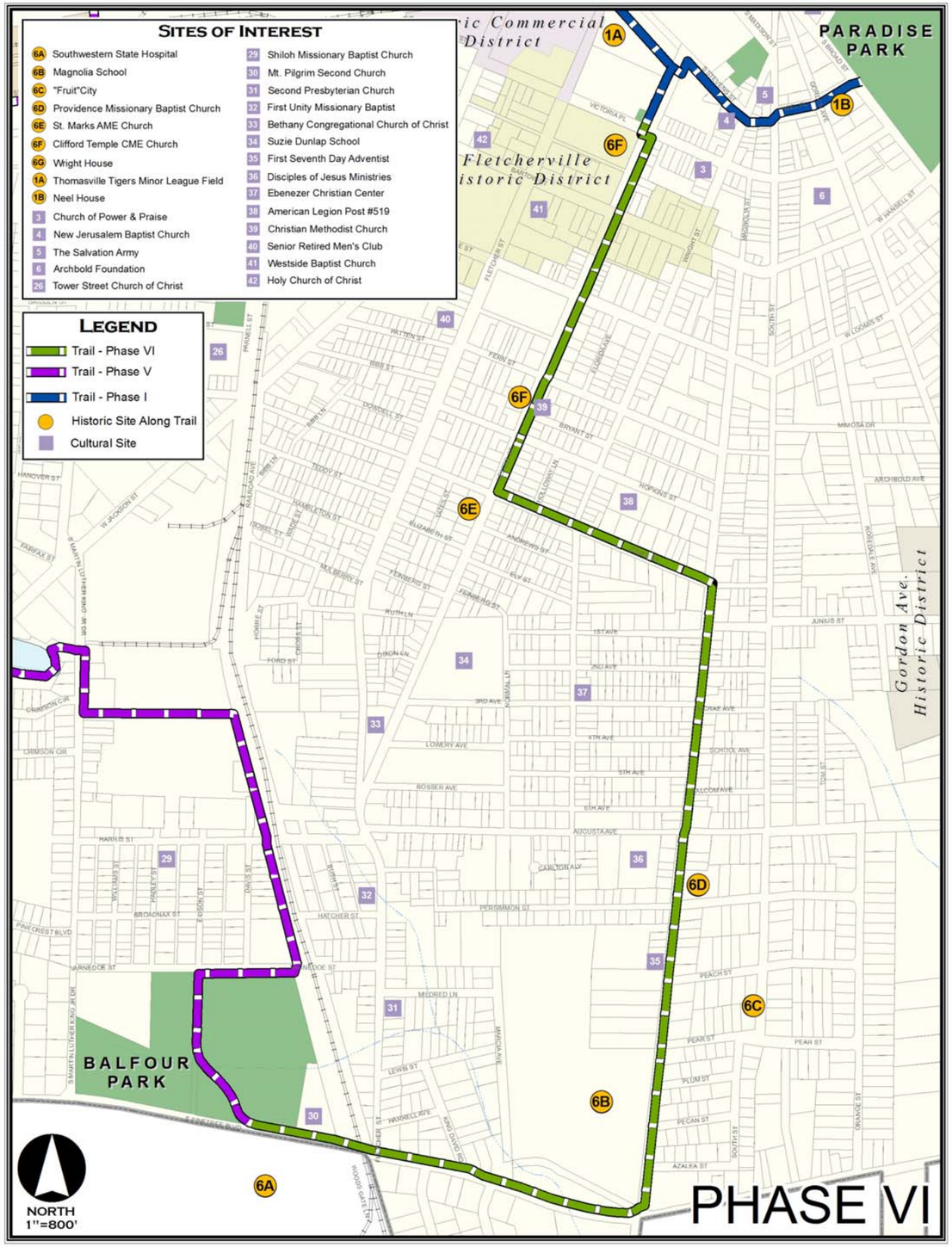
Points of Interest / Historical Resources Confederate P.O.W. Camp, Old "Branch", and Jake Hedley Black History Museum.

Approximate Length: 3.73 Miles

Estimated Cost: $2,303,304

Additional Comments: Where Martin Luther King Jr. Boulevard crosses the railroad yard, a bridge will need to be constructed for the trail. It is also strongly recommended that traffic counts are considered when crossing West Jackson Street. This crossing should either be signalized or a cross-over much like what is proposed

Balfour Park


SITES OF INTEREST
6A Southwestern State Hospital
6B Magnolia School
6C "Fruit"City
6D Providence Missionary Baptist Church
6E St. Marks AME Church
6F Clifford Temple CME Church
6G Wright House
1A Thomasville Tigers Minor League Field
1B Neel House
3 Church of Power & Praise
4 New Jerusalem Baptist Church
5 The Salvation Army
6 Archbold Foundation
26 Tower Street Church of Christ
29 Shiloh Missionary Baptist Church
30 Mt. Pilgrim Second Church
31 Second Presbyterian Church
32 First Unity Missionary Baptist
33 Bethany Congregational Church of Christ
34 Suzie Dunlap School
35 First Seventh Day Adventist
36 Disciples of Jesus Ministries
37 Ebenezer Christian Center
38 American Legion Post #519
39 Christian Methodist Church
40 Senior Retired Men's Club
41 Westside Baptist Church
42 Holy Church of Christ
LEGEND
Trail - Phase VI
Trail - Phase V
Trail - Phase I
Historic Site Along Trail
Cultural Site
PARADISE PARK
BALFOUR PARK
Fletcherville Historic District
Gordon Ave. Historic District
NORTH
1"=800'
PHASE VI

The Park at Victoria Place

Phase VI of the trail travels directly in front of The Park at Victoria Place in Historic Fletcherville.

Good Shepherd Episcopal Church

Phase VI

Narrative: Phase VI connects Balfour Park to Paradise Park and the Stevens Street Trailhead (via Phase I). Phase VI also passes by the newly constructed Park at Victoria Place and through Fletcherville Historic District.

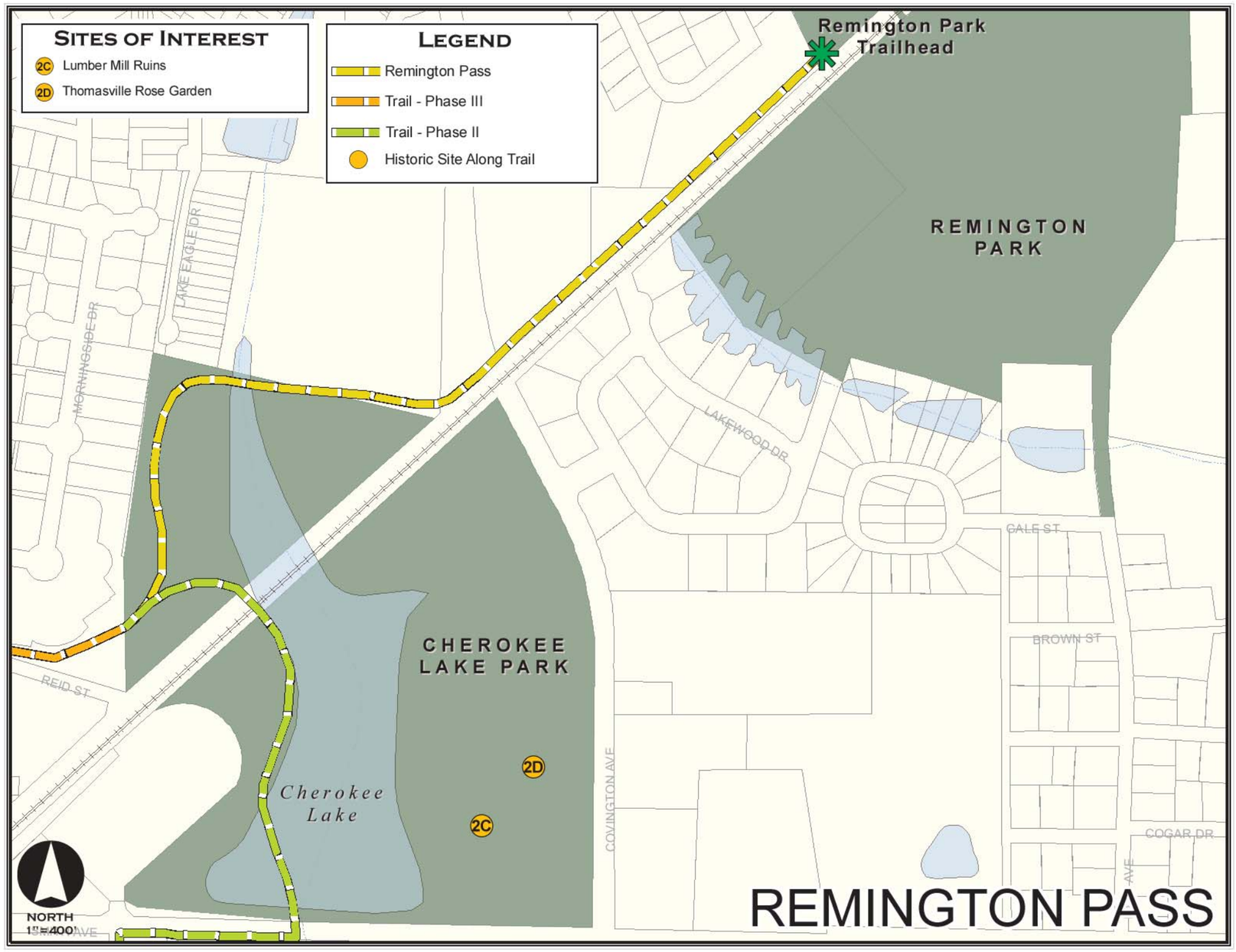
Links: Balfour Park to Paradise Park and Stevens Street Trailhead (via Phase I).

Points of Interest / Historical Resources Southwestern State Hospital, Magnolia School, "Fruit" City, Providence Missionary Baptist Church, St. Marks AME Church, Clifford Temple CME Church, and Wright House.

Approximate Length: 2.25 Miles

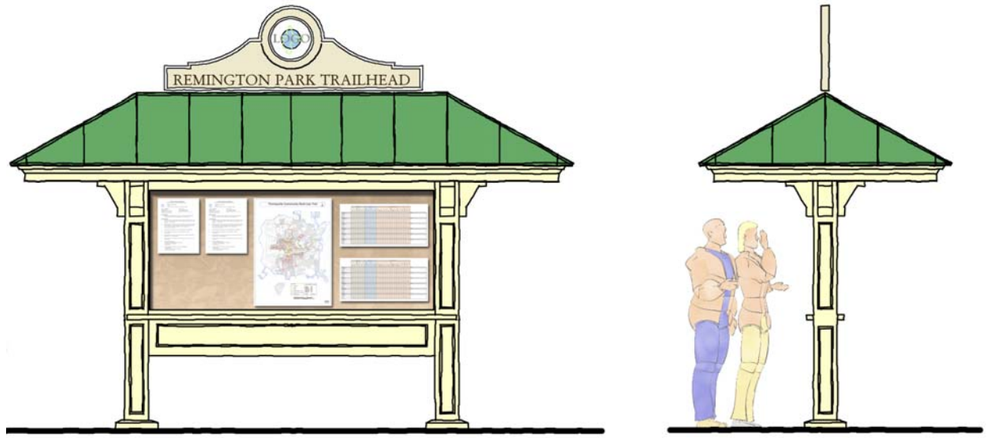
Estimated Cost: $1,439,876

Additional Comments: Magnolia School was recently purchased by Thomasville University. Redevelopment plans for this property should be considered when deciding the exact trail route.


SITES OF INTEREST
2C Lumber Mill Ruins
2D Thomasville Rose Garden
LEGEND
Remington Pass
Trail - Phase III
Trail - Phase II
Historic Site Along Trail
Remington Park Trailhead
REMINGTON PARK
CHEROKEE LAKE PARK
Cherokee Lake
LAKE EAGLE DR
MORNINGSIDE DR
LAKEWOOD DR
GALE ST
BROWN ST
COGAR DR
COVINGTON AVE
REID ST
2D
2C
NORTH
1" = 400'
REMINGTON PASS

Remington Park Trailhead Plan

Plan view of the Remington Park Trailhead which serves at the trail entrance/exit in Remington Park.



Remington Park Informational Kiosk

Remington Pass

Narrative: During a public review of the Landmark Trail, many residents expressed the desire to connect Cherokee Lake Park to Remington Park. The route of Remington Pass was developed as well as plans to place a trailhead at Remington Park. Remington Pass leaves the convergence of Phase II & III, passes over Cherokee Lake with a separate dedicated bridge, follows an existing utility easement, then runs along the railroad right-of-way. The terminus of the trail is the Remington Park trailhead which will serve as an entry and exit point of the Landmark Trail.

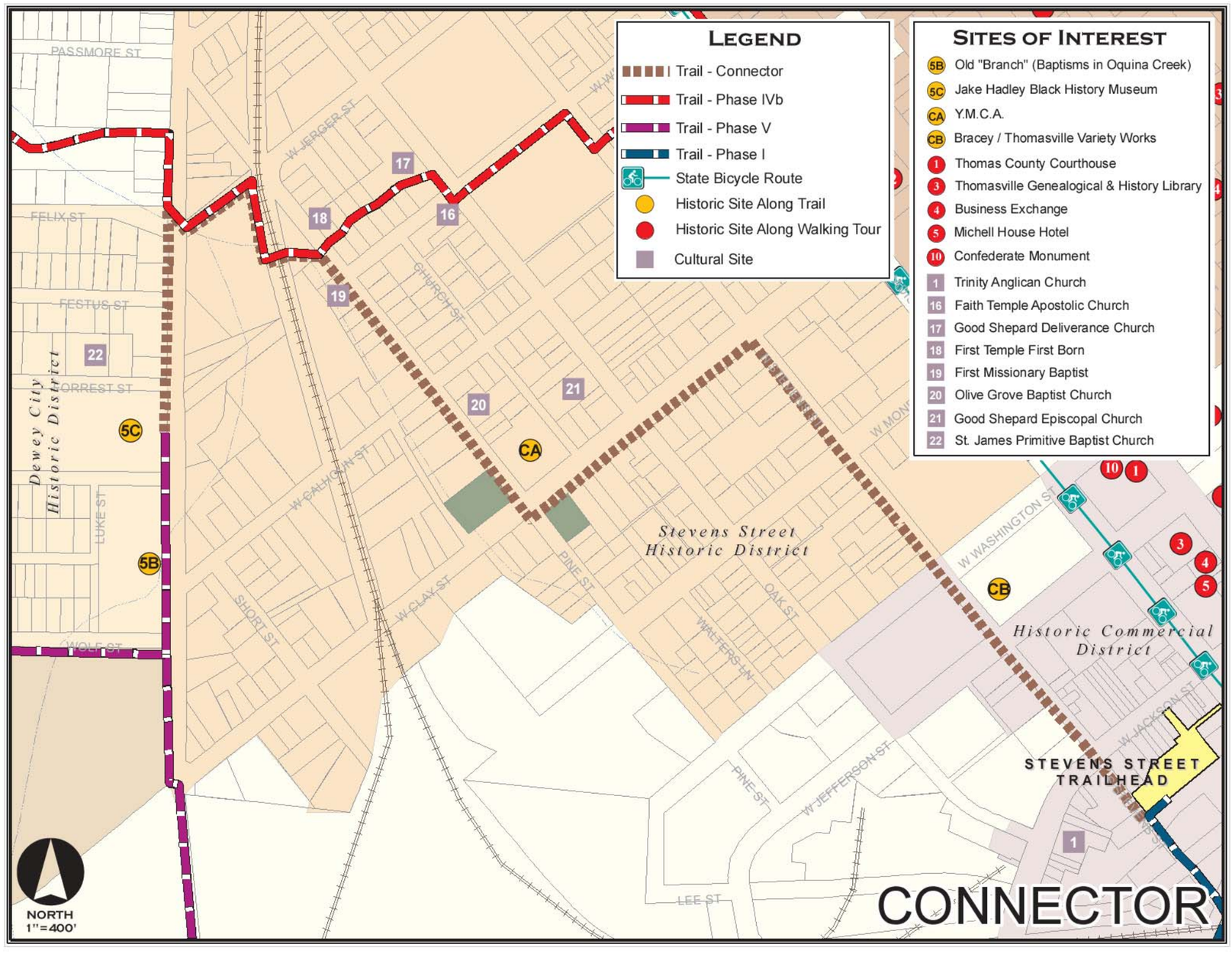
Links: Cherokee Lake to Remington Park.

Points of Interest / Historical Resources: None.

Approximate Length: 0.67 Miles

Estimated Cost: $341,860

Additional Comments: It is strongly recommended to light Remington Pass with low-level (bollard) lights. Lighting Remington Pass will allow Remington Park to be used as overflow parking for events at Cherokee Lake Park.


LEGEND
Trail - Connector
Trail - Phase IVb
Trail - Phase V
Trail - Phase I
State Bicycle Route
Historic Site Along Trail
Historic Site Along Walking Tour
Cultural Site
SITES OF INTEREST
5B Old "Branch" (Baptisms in Oquina Creek)
5C Jake Hadley Black History Museum
CA Y.M.C.A.
CB Bracey / Thomasville Variety Works
1 Thomas County Courthouse
3 Thomasville Genealogical & History Library
4 Business Exchange
5 Michell House Hotel
10 Confederate Monument
1 Trinity Anglican Church
16 Faith Temple Apostolic Church
17 Good Shepard Deliverance Church
18 First Temple First Born
19 First Missionary Baptist
20 Olive Grove Baptist Church
21 Good Shepard Episcopal Church
22 St. James Primitive Baptist Church
PASSMORE ST
FELIX ST
FESTUS ST
FORREST ST
W JERGER ST
CHURCH ST
W CALHOUN ST
LUKE ST
SHORT ST
W CLAY ST
WOLF ST
PINE ST
OAK ST
WALTERS LN
Stevens Street Historic District
Dewey City Historic District
W WASHINGTON ST
Historic Commercial District
W JACKSON ST
W JEFFERSON ST
LEE ST
STEVENS STREET TRAILHEAD
NORTH
1"=400'
CONNECTOR

Francis F. Weston Y.M.C.A.

The Francis F. Weston Center is an important asset to the Thomasville community. Since 1945, the facility has been instrumental in offering children and adults many valuable programs. On weekends, the renovated facility may be rented for various community activities and during summer months, the outdoor pool serves as a public access pool. The center is equipped with a basketball court, classrooms, swimming pool and outdoor play area.

Connector

Narrative: The Connector trail links the Jake Hadley Black History Museum at the end of Phase IVa and Phase V to Stevens Street Trailhead. The trail navigates through the Dewey City Historic District, Stevens Street Historic District, and the Historic Commercial District. The Connector serves to divide the trail into two segments, creating a 7.1-mile northern loop and a 6.1-mile southern loop.

Links: Weston Park and the Jake Hadley Black History Museum (via Phase IVb) to Stevens Street Trailhead.

Points of Interest / Historical Resources Jake Hadley Black History Museum, Francis F. Weston Y.M.C.A., and Bracey/ Thomasville Variety Works.

Approximate Length: 0.96 Miles

Estimated Cost: $570,655

Additional Comments: The Connector utilizes a portion of Phase IVb from Martin Luther King Jr. Boulevard to Pine Street including the trestle crossing.

SECTION D

Engineering Report

"The engineer needs to be an artist in laying out and designing new trails. His task is to subtly blend his own accomplishments with the naturalness of the surroundings and avoid any indication of contrivance."

- Stan Murray, APPALACHIAN TRAIL CONFERENCE CHAIRMAN

Railroad Trestle in Thomasville
A railroad trestle crosses an Oquina Creek Tributary at a proposed trail alignment location.

Engineering Report

THE 14.3 MILE MULTI-USE PEDESTRIAN TRAIL PROPOSED to circumnavigate the city of Thomasville provides pedestrian access and connections to the city's various historic parks and districts. Accordingly, the dedicated 10 foot wide hard surface trail will require changes and impacts to natural areas in its vicinity. Many portions of the trail represent significant improvements to existing conditions (i.e. abandoned road beds, unpaved roads, narrow and deteriorating sidewalks), while other areas encroach upon or come in close proximity to environmental resources such as wetlands, streams, and lakes. The trail alignment and master plan has been designed to maximize improvements of the existing terrain while making every attempt to avoid, minimize and compensate for any adverse effects to environmental resources.

Thomasville's low and flat terrain coupled with its many historical districts provide some insight as to why many neighborhoods and developed portions of the city lie in or within floodplains and floodways. Likewise, many portions of the proposed trail will run along or across floodways, wetlands and streams. Adverse effects to environmental resources will be mitigated by providing perpendicular crossings (when possible), using elevated boardwalks over wetlands, providing floodplain mitigation if necessary, stabilizing banks and slopes with vegetation, and other best management practices in order to ensure that the design and construction of the Thomasville Landmarks Trail ultimately provides improvements to existing conditions and that it complements its natural surroundings.

Environmental Engineering Narrative

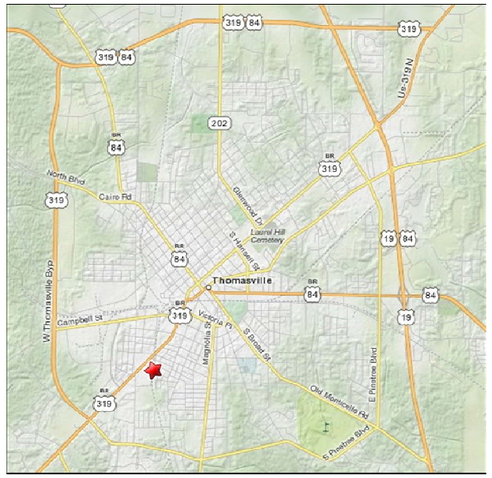


Figure 1:
Location Map of City Limits.

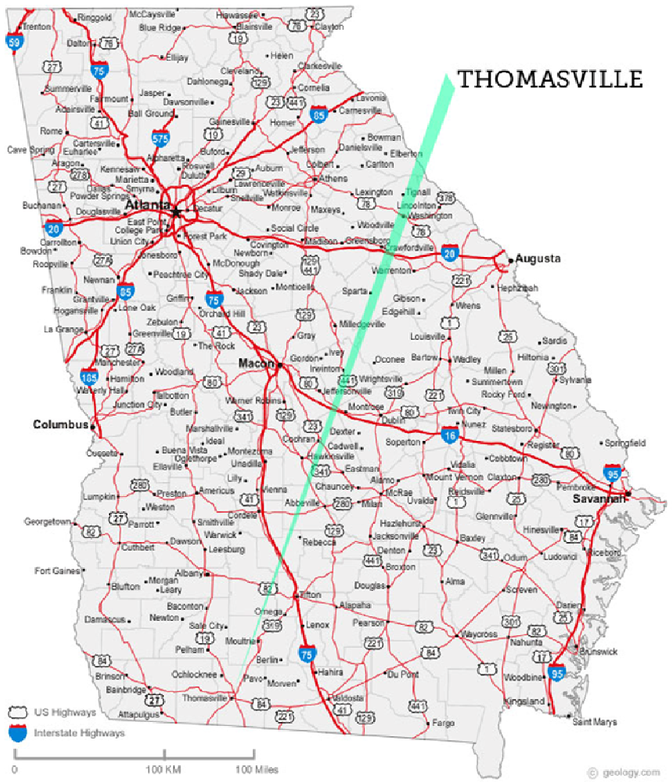


Figure 2:
Location Map within State.

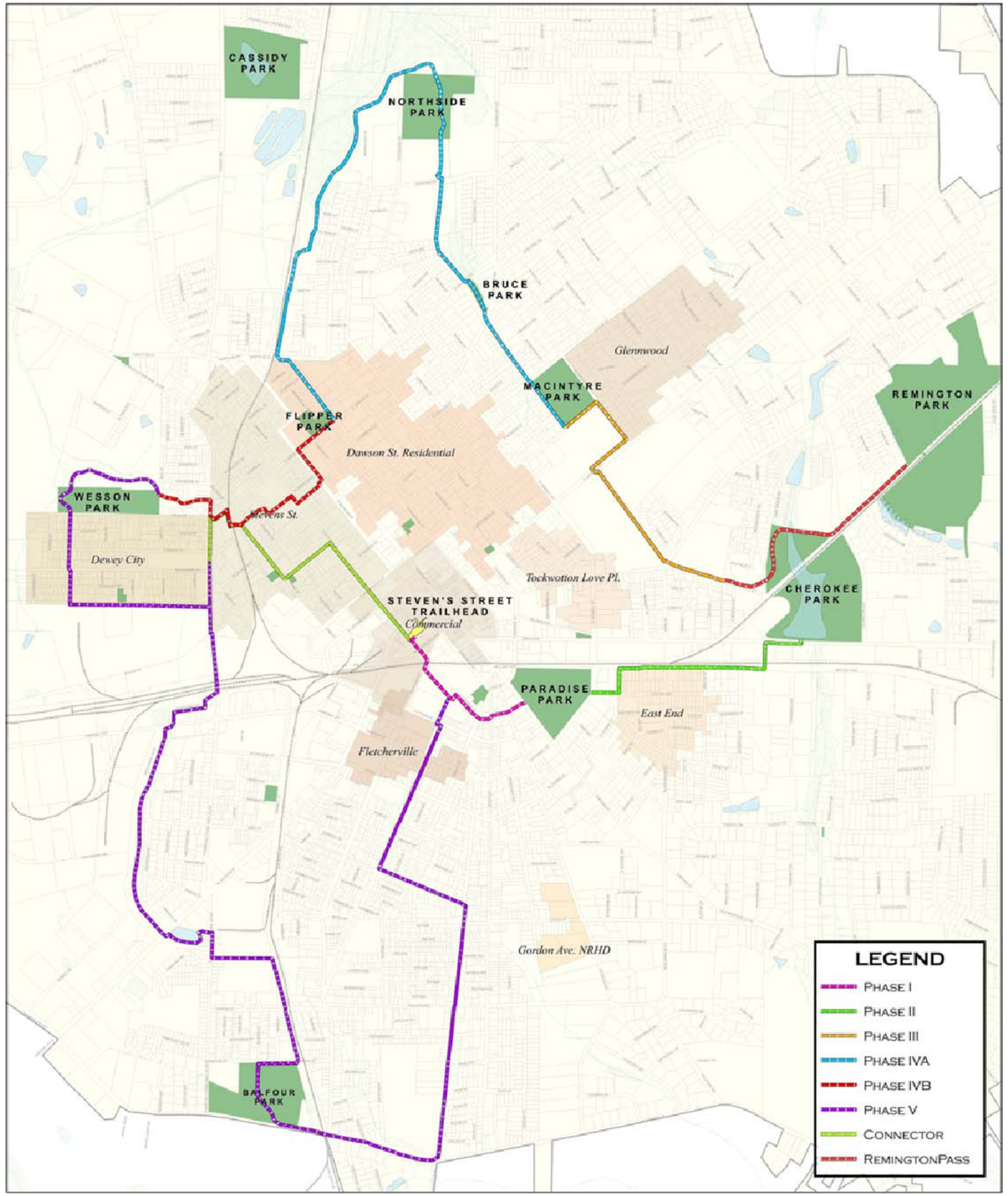


Figure 3
Landmarks Trail Alignment

Authorization

Smith & Associates, Inc. (S&A) has been retained by the Mayor and Council of the City of Thomasville (the City) to prepare a Preliminary Engineering Report as supporting documentation required for the planning and development of the Thomasville Community Landmarks Trail project (Trail). The Preliminary Engineering Report is part of S&A's larger task of preparing the Master Plan for the Trail in partnership with the City of Thomasville Planning Department. Functions of the Master Planning process include continuing the community engagement process, accessing existing park inventory, providing park programming, establishing the Trail alignment, developing sign standards and designing the Steven's Street Trail Head.

This report will describe in detail portions of the Trail consisting of environmental sensitivity/importance and areas in need of special considerations and assessments, i.e. bridges, crosswalks etc.

Purpose & Scope

The City of Thomasville proposes to construct a multi-use trail that circumnavigates the City providing access and connectivity between the City's historical landmarks, parks and neighborhoods. The Trail will provide avenues of economic and cultural re-development to areas suffering from severe neglect. The associated Trail corridor will also provide a means to engage the community and provide streetscape improvements. Many portions of the 14.3 mile multi-use trail cross areas of economic neglect suffering from a lack of maintenance to existing properties and infrastructure. Much of the Trail will be located in the public right-of-way, public property or City easements. However, some sections of the proposed trail may cross Georgia Department of Transportation (GDOT) roads, railroad crossings, privately held lands to be acquired by the City, wetlands, creeks and other waterways.

This report will describe in detail the areas of the proposed Trail alignment determined by the City and S&A in need of special analysis and evaluation due to their potential environmental impact. This report will assess the existing conditions and build-out feasibility as well as specify proposed improvements needed in these areas of special interest. Analysis of the trail was accomplished by conducting site visits, collecting video and photo inventories, studying GIS data, collecting GDOT traffic data, and conducting preliminary hydrologic investigations.

Location

The City of Thomasville is located in Thomas County, Georgia with a population of approximately 19,437 in 2009 **(See Figures 1 and 2)**. The proposed trail alignment has been separated into 6 phases according to the planned phases of design and build-out: Phase I (Preliminary Engineering Report previously prepared by AA Miller Engineering), II, III, IVa, IVb, and V **(See Figure 3)**. The total length of the trail, 14.3 miles, allows it to connect multiple parks and neighborhoods including Paradise Park, Cherokee Park, MacIntyre Park, Bruce Park, Northside Park, Flipper Park, Weston Park and Balfour Park. Additional connectors and trail spurs will also serve to provide access to Remington Park and Steven's Street Trail Head. The trail travels through and along a wide range of different income areas, demographic groups, and zones.

Multi-Use Pedestrian Trails Overview

Sidewalks and trails serve as critical links in the transportation network for the City by providing pedestrian access to parks, historic districts, commercial districts, schools, businesses and recreation areas. In order to provide these fundamental services to the public, sidewalks and trails should be designed to meet the needs of the maximum number of potential users[1].

Access to trails should be maximized and pedestrian friendly elements such as benches, garbage receptacles, call boxes, curb ramps and landscape buffers, and strolling areas should be integrated along the trail. The trail width and surface should also consider the various user needs and uses such as walking, running, biking, pushing strollers, etc. The trail alignment and construction should attempt to maximize the potential pedestrian uses.

Additionally, the trail must integrate into the fabric of the City by considering the various historic landmarks, diverse neighborhoods and districts. This can be achieved in part by encouraging public and stakeholder participation, examining local use and zoning and comprehensive planning. It is also critical to examine the historical and cultural character of the areas affected by the trail, including such tasks as taking note of architectural identity, population demographics, development density and community valued features. Encouraging stakeholders' participation allows for a better prioritization of needs and uses.

Finally, the design of the trail and the trail alignment must take into consideration the aforementioned trail elements while at the same time evaluating the environmental impact of the trail.

Trail Corridor Design

The design of the trail corridor or cross section must take into account various items including pedestrian safety and comfort, environmental impact, cost and maintenance. Because the Thomasville Landmarks Trail will include portions of the trail alignments that navigate existing right-of-way, downtown districts, commercial districts and more, the trail cross-section will likely involve multiple trail section alternatives to accommodate the different section of the alignment.

[1] Designing Sidewalks and Trails for Access - FHWA. Barbara McMillen. 2001.

Multi-Use Trail

Depiction of an asphalt multi-use trail.

TECHNICAL PROVISION FOR ACCESS ROUTES, OUTDOOR ACCESS ROUTES AND ACCESSIBLE TRAILS			
	Access Route (ADAAG)	**Outdoor Access Route**	**Accessible Trail**
Surface	stable, firm, and slip resistant	firm and stable	firm and stable (exception:*)
Maximum Running Slope	1:12 [8.33%]	1: 20 [5%] (for any distance) 1: 12 [8.33%] (for max. 50 ft) 1:10 [10%] (for max. 30 ft)	1: 20 [5%] (for any distance) 1: 12 [8.33] (for max. 50 ft) 1:10 [10%] (for max. 30 ft) 1: 8 [12.5%] (for max. 10 ft) (*Exception: 1: 7 [14.3%] for 5 ft maximum for open drainage structures or when * applies*)
Maximum Cross Slope	1:50 [2%]	1: 33 [3.03%] (Exception: 1: 20 [5%] for drainage purposes	1: 20 [5%] (Exception: 1: 10 [10%] at the bottom of an open drain where clear tread width is a minimum of 42 inches
Minimum Clear Tread Width	36 inches 32 inches for no more than 24 inches	36 inches (*Exception: 32 inches when * applies*)	36 inches (*Exception: 32 inches when * applies*)
Tread Obstacles	Changes in level: 1/4 inch with no beveled edge, 1/4 - 1/2 inch must have a beveled edge with a max slope of 1: 2 [50%] (over 1/2 inch = ramp)	1 inch high maximum *Exception: 2 inches high maximum where beveled with a slope no greater than 1: 2 [50%] and where * applies.*	2 inches high maximum Exception: 3 inches maximum where running and cross slopes are 1: 20 [5%] or less. (*Exception: **)
Passing Space	Every 200 feet where clear tread width is less than 60 inches, a minimum 60 x 60 inch space, or a T-shaped intersection of two walks or coridors with arms and stem extending minimum of 48 inches.	Every 200 feet where clear tread width is less than 60 inches, a minimum 60 x 60 inch space, or a T-shaped intersection of two walks or coridors with arms and stem extending minimum of 48 inches. (*Exception: Every 300 feet where * applies*.)	Every 1000 feet where clear tread width is less than 60 inches, a minimum 60 x 60 inch space, or a T-shaped intersection of two walks or coridors with arms and stem extending minimum of 48 inches. (*Exception: **)
Resting Intervals	Landings: 60 inch min length, minimum width as wide as the ramp run leading to it, if change in direction occcurs, must have 60 x 60 inch space	60 inches minimum length, width at least as wide as the widest portion of the trail segment leading to the resting interval and a max slope of 1: 33 [3.03%] (Exception: A max slope of 1: 20 [5%] is allowed for drainage purpose.)	60 inches minimum length, width at least as wide as the widest portion of the trail segment leading to the resting interval and a max slope of 1: 20 [5%] (*Exception: **)
** The provision may not apply if it cannot be provided because compliance would cause substantial harm to cultural, historic, religious, or significant natural features or characteristics; substantially alter the nature of the setting or purpose of the facility; require construction methods or materials that are prohibited by Federal, state, or local regulations or statues; or be infeasible due to terrain or the prevailing construction practices.*			

Based on table in *Trail Planning, Design, and Development Guidelines: Shared Use Paved Trails, Natural Surface Trails, Winter-Use Trails, Bikeways* by Minnesota Department of Natural Resources Trails and Waterways, 2006

Trail Standards Reference List

Below is a summary list of common trail system design standards:

- *Width = 10' recommended (12' in high traffic areas)*
- *Clearance = 8' minimum (10' tunnels)*
- *Clear Zone = 2' minimum*
- *Design Speed = 12 mph*
- *Cross Slope = 2%*
- *Curves = 36' radii minimum*
- *Grades = Follow AASHTO Standards*
  - *5-6% for up to 800 feet*
  - *7% for up to 400 feet*
  - *8% for up to 300 feet*
  - *9% for up to 200 feet*
  - *10% for up to 100 feet*
  - *+11% for up to 50 feet*

Trail Surface

Off road trails will have a firm and stable surface to insure use by a wide range of trail users. The recommended trail surface materials will be concrete:

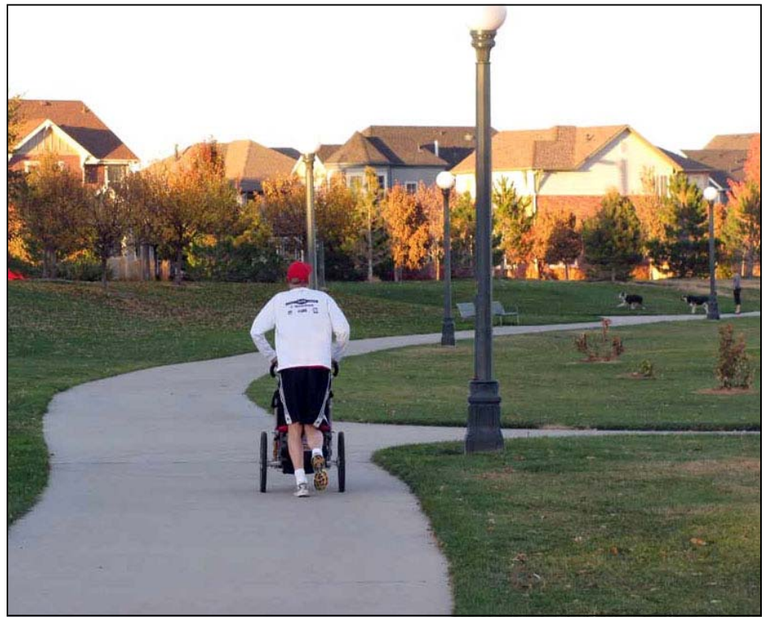
Concrete

PROS

- Best ADA surface long term
- Best longevity. Should last 20+ years.
- Best consistency of surface. Does not wash or break apart.
- Does not wash in flood areas or on steep slopes.
- Steel in concrete keeps it from deflecting preventing tripping hazards or barriers for wheel chairs.
- Cleaner surface during and after rains. Keeps commuters clean as well as less wear and tear on bikes.
- Does not require gravel base rock so impact on trees is less than asphalt.
- We don't have to put tons of gravel in our creeks and natural areas every time it rains.

CONS

- More expensive (initial installation).
- Harder on joints (running).
- Less natural looking than gravel.
- Impervious surface.



Though asphalt and gravel are other common trail surfaces used for multi-use trails, they are not recommended for this trail due to various factors.

Some common long term problems for asphalt include: Edges crack with vegetation, if you want a 10' wide trail, you have to install a 12' wide asphalt trail, constant maintenance of crack filling and sealing with our clay soils, must be completely overlaid approximately every 8-10 years, little structural strength to span over soil problems below, requires greater initial excavation (harming trees) to provide the required rock base depth, impervious surface.

Gravel is the least favorable trail surface for a multi-use trail of the scale and scope of the Thomasville Landmarks Trail due to: High ongoing maintenance costs, difficult to maintain consistent surface quality, environmental damage caused by gravel erosion, more difficult to use in winter due to soft, wet and dirty conditions, gravel migrates on steep trail slopes, difficult to ride bikes on steep slopes and in loose gravel, difficult to remove silt deposits after heavy rains, a dirty surface during and many days after rains, very difficult to meet ADA surface standards, less stability for running and walking in loose gravel.

Trail Width

The recommended minimum tread width for Off Road Trails is 10 feet wide with a 2 foot clear zone on either side of the trail. The recommended vertical clear zone is 10 feet. In high traffic areas, 12' trail width is recommended.

Trail Grades

All trails will be designed to meet ADA standards for Accessible Design. Refer to AASHTO standards for options to mitigate excessive grades if existing conditions require the trail to exceed 5% grade. To insure positive drainage across the trail, all trails will be designed with a 2% cross slope.

Trail Markings

For all trails, a centerline stripe will be used to avoid conflicts among multiple user groups on the trail system.

Trail Intersections at Roads

At approaches to intersections, a stop-bar striping will be used along with red concrete to alert the trail users to crossing traffic. The use of bollards and rail fencing will be used at intersections to limit vehicular access to the trail. A rumble strip will be formed into the concrete at vehicular crossings to assist the visually impaired. The concern for the trail users' safety increases when trails cross roads. Crossings of roads will be straight and level when possible. When the site distances from the trail to the road are adequate, the trail alignment can cross the road at an angle other than 90 degrees.

Rest Areas

The frequency of rest areas will vary within the trail system depending on the terrain and the trail's intended use. When access points to the trail system are further than one mile apart, a rest area will be designed to allow the trail user an opportunity to stop and be able to sit and rest once every mile. Opportunities to enhance the natural features of an area will be considered in the design of each rest area. Amenities for consideration in the design of the rest areas are benches, trash receptacles, signage, and bike racks.

Bridges

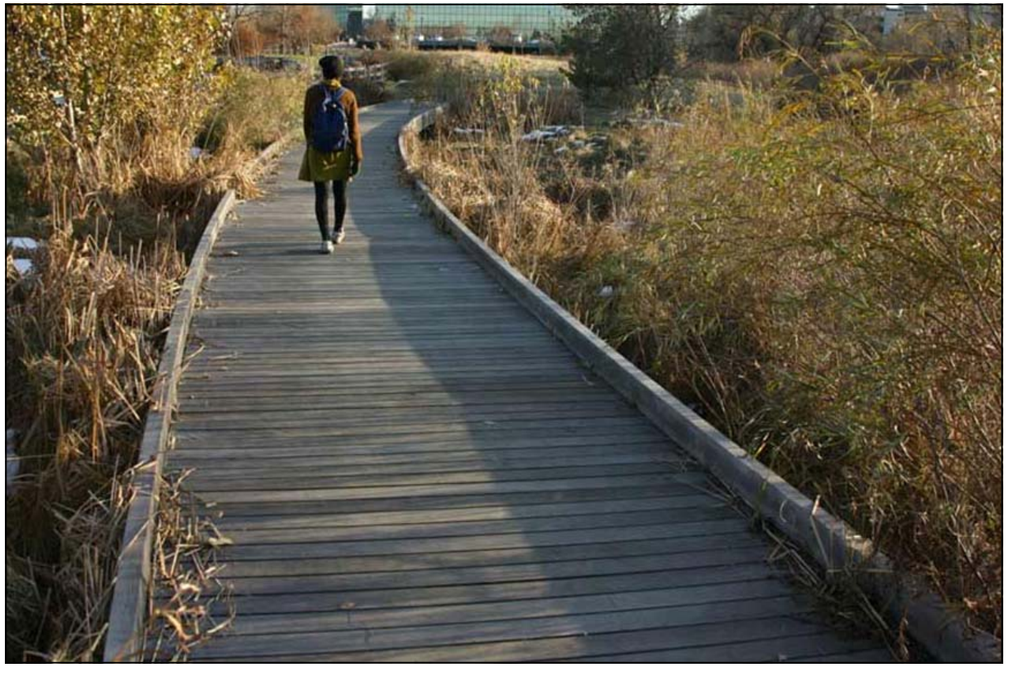
When designing off road trails that cross streams, the number of crossings will be kept to a minimum. Bridges will be located where the crossing has its shortest length and are away from bends in the stream with unstable soils. Bridges will be placed above the ordinary high water mark and cabled so they can swing away during a flood.

Prefabricated metal bridges will be used for major crossings over rivers, large tributaries, railroads, and highways. They will accommodate small vehicles and span up to two hundred feet. During installation, these bridges will require access for large cranes, other heavy equipment, and concrete deliveries. The prefabricated metal bridges require little maintenance and will become exciting amenities for the trail system.

When environmental factors are a concern, clear spans of 12 to 48 feet from the Bridgetek Bridge System can alleviate detrimental impacts from stream intrusions and bridge footings. These bridges are three sided precast concrete structures that have the benefits of fast installation, reasonable cost, and a long life cycle.

Boardwalks

Boardwalks constructed of pressure-treated timber or recycled plastic timber will be utilized in ecologically sensitive areas such as wetlands. The boardwalks can be constructed without the use of heavy equipment and offer unique educational opportunities. Boardwalk crossing are commonly used for creek crossings and other environmentally sensitive areas in order to reduce the impact and footprint of construction.



Tunnels

Tunnels will be considered to avoid conflicts between trail users and existing transportation facilities. These facilities might be roads with large traffic counts and/or high speed railroads. In order to consider a trail tunnel during design, the existing terrain will need to allow for a ten foot by ten foot (10' x 10') concrete box culvert under the existing facility. The tunnels should have lighting for safety and security.

Environmental Regulations

Jurisdictional Water

Jurisdictional waters of the U.S., including streams, wetlands, lakes, and ponds, are defined by 33 CFR Part 328.3 and protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (USACE). State waters are defined by the Georgia Department of Natural Resources (GDNR), environmental Protection Division (GEPD), in the Rules for Erosion and Sedimentation Control Chapter 391-3-7.01(v) as "all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells, and other bodies of surface or subsurface water."

The Clean Water Act

The Clean Water Act is the principal law governing pollution control and water quality of the nation's waterways. The Act has been amended numerous times. The 1972 amendments established a national goal of eliminating all pollutant discharges into U.S. waters and to make the waters safe for fish, shellfish, wildlife and humans. The 1977 amendments gave the Act its current title.

Section 404 of the Federal Water Pollution Control Act Amendments of 1972 supplemented the Corps existing permitting authority (authorized by Section 10 of the Rivers and Harbors Act of 1899) regarding activities in traditional navigable waters. Section 404 requires permits for discharge of dredged or fill material into all waters of the United States. Various court decisions have expanded the Corps jurisdiction to cover all waters of the United States, including adjacent wetlands. This is a major regulatory tool at the federal level for managing floodplain natural resources. The Section 404 regulatory program is jointly administered by the Corps of Engineers and the U.S. Environmental Protection Agency (EPA).

National Historic Preservation Act of 1966

The Act establishes preservation as a national policy and directs the federal government to provide leadership in preserving, restoring and maintaining the historic and cultural environment of the nation. "Preservation is" defined as the protection, rehabilitation, restoration, and reconstruction of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, or engineering. The Act authorizes the Secretary of the Interior to maintain a National Register of the preceding items. It also created the Advisory Council on Historic Preservation.
The Act gave the National Park Service authority to designate privately owned cultural resources as "significant" and to provide grants for their rehabilitation. In addition, the Act broadly defined the federal interest in historic resources to include resources of state and local value, as well as nationally significant properties. Section 106 of the Act directs federal agencies, with direct or indirect jurisdiction over proposed federal or federally assisted undertakings, to take into account effects on historic properties, in accordance with regulations issued by the Advisory Council on Historic Preservation and the applicable State Historic Preservation Officer.

Preliminary Evaluation

S&A conducted a preliminary analysis of the jurisdictional waters within a 400 foot buffer centered on the trail alignment by using a combination of in-house research and field surveys. In-house research included a review of the following sources: U.S. Geological Survey (USGS) 7.5 minute quadrangle topographic maps; U.S. Department of Agriculture, Natural Resource conservation Service, Soil Survey of City of Thomasville; and GIS data provided by the City.

Wetland boundaries were conducted by in-house research by reviewing the U.S. Fish and Wildlife Service National Wetlands Inventory. Prior to any trail construction it is recommended that a detailed wetland delineation survey be conducted to determine positive evidence of three criteria: 1) hydrophytic vegetation; 2) hydric soils; and 3) wetland hydrology.

Jurisdictional wetlands exhibit evidence of all three of the above wetland parameters. Jurisdictional intermittent or perennial streams exhibit a definite channel and wrested vegetation, and show evidence of water flow at times other than major storm

events. Ephemeral streams exhibit wrested vegetation and evidence of flow only during and immediately after storm events. In addition, ephemeral streams do not have hydric soils or base flow as in intermittent and perennial streams. Ephemeral streams are non-jurisdictional if they do not provide a significant nexus between two separate Waters of the U.S.

Environmental Checklist

The Georgia Environmental Policy Act of 1991 (GEPA) is designed to protect the cultural and natural resources of Georgia that may be impacted by a state government agency's actions. GEPA provides a recommended checklist for determining the environmental impacts of proposed state projects. Since a formal Environmental Effects Report (EFF) required by the GEPA is beyond the scope of this report at this time, the GEPA checklist has not been completed at this point. However, a blank GEPA checklist is shown at far right

Description of Potential Effects

Land Disturbance

Without the proper design, construction, permitting and mitigation methods, the proposed construction of the 14.3 mile multi-use trail could potentially adversely impact the surrounding environment. Factors that need to be carefully considered and monitored are 1) any land disturbance necessary for the construction of the trail 2) the displacement of stormwater by new impervious area 3) encroachments upon streams, creeks, wetlands, lakes, ponds, floodplains or other jurisdictional waters or environmentally sensitive areas 4) soil erosion and sedimentation. The trail may also have to navigate around existing trees or accommodate existing trees in order to not damage their long-term health. With the proper design, planning, Best Management Practices (BMP), and maintenance, impacts to the surrounding environment can be minimized or eliminated.

Pedestrian Generated Waste

The creation of the multi-use trail as a critical transportation link between areas of the City will generate pedestrian traffic which needs to be considered while providing proper waste control and disposal systems. Areas of high pedestrian traffic and use may benefit from bioretention swells adjacent to the trail to provide natural treatment from paved trail surface runoff.

Lighting and Noise

The proposed Trail operating hours of "dawn to dusk" safeguard adjacent neighborhoods and communities from high volumes of unwanted activity in its vicinity. Additionally, the size and purpose of the Trail do not merit great concern over noise levels. Pedestrian plazas or entryways will be located in the appropriate zoning such as downtown districts and should not cause unwanted activity to adjacent dwellings. Trail lighting is proposed to be primarily for safety and will therefore not cause light pollution.

Other Factors

A great advantage of a multi-use trail is that it is able to provide critical connectivity and modes of revitalization with a small development footprint. The linear nature of the trail allows it to thread throw historic districts, parks and natural areas with minimal impact. Therefore, impact to water supply, air quality, critical habitats or wildlife corridors is not anticipated.

GEORGIA AREA/CATEGORY	IS AREA AFFECTED?			HOW SEVERE?	
	Yes	No	N/A	Minor	Major
1.Wetlands/Waters of the U.S.and State	☐	☐	☐	☐	☐
2.Floodplains	☐	☐	☐	☐	☐
3.Water Supply	☐	☐	☐	☐	☐
4.Water Resources	☐	☐	☐	☐	☐
5.Groundwater Recharge Area	☐	☐	☐	☐	☐
6.Storm Water	☐	☐	☐	☐	☐
7.Waste Water	☐	☐	☐	☐	☐
8.Air Quality	☐	☐	☐	☐	☐
9.Solid Wastes/Solid Waste Landfills	☐	☐	☐	☐	☐
10.Soil Stability/Erodibility	☐	☐	☐	☐	☐
11.Protected Mountains	☐	☐	☐	☐	☐
12.Endangered Species	☐	☐	☐	☐	☐
13.Critical Habitats	☐	☐	☐	☐	☐
14.Historical	☐	☐	☐	☐	☐
15.Archaeological	☐	☐	☐	☐	☐
16.Parks/Recreation	☐	☐	☐	☐	☐
17.Energy Supplies	☐	☐	☐	☐	☐
18.Beaches	☐	☐	☐	☐	☐
19.Dunes	☐	☐	☐	☐	☐
20.Shoreline	☐	☐	☐	☐	☐
21.Estuary	☐	☐	☐	☐	☐
22.Forest Land	☐	☐	☐	☐	☐
23.Barrier Island	☐	☐	☐	☐	☐
24.Aquatic Life/ Trout Streams	☐	☐	☐	☐	☐
25.Hazardous Materials	☐	☐	☐	☐	☐

Water Quality in Georgia

The following information in provided by the Georgia Environmental Protection Division:

Background

Before the 305(b)/303(d) List of Waters can be described, it is necessary to provide a little background information. Every waterbody in the State of Georgia has one or more designated uses. Examples of designated uses are "fishing", "recreation" and drinking water". The State has also adopted water quality criteria to protect these uses. For instance, the State has determined that for a water to support its use of fishing, it must have a daily average dissolved oxygen concentration of at least 5.0 mg/l and a minimum of 4.0 mg/l. Some other examples of parameters that have water quality criteria are pH, fecal coliform bacteria, temperature, metals and certain organic pollutants. Georgia's designated uses and water quality criteria can be found in Chapter 391-3-6-.03 of the Rules and Regulations for Water Quality Control. GA EPD determines whether a waterbody is supporting its designated uses by collecting water quality data and comparing this data against the water quality criteria. It is the goal of the State of Georgia that all of its waters support their designated uses. If it is determined that a water is not supporting its designated use, then GA EPD will typically develop a total maximum daily load (TMDL) as the start of the process of restoring the water. A TMDL determines how much of a particular pollutant a waterbody can contain and still support its designated use. The TMDL will state how much the pollutant load to the water needs to be reduced in order for the water to support its designated use.

What are the 305(b) Report, the 303(d) List and the 305 (b)/303(d) List of Waters?

Section 305(b) of the Clean Water Act requires states to assess and describe the quality of its waters every two years in a report called the 305(b) report. Section 303(d) of the Clean Water Act requires states to submit a list of all of the waters that are not meeting their designated uses and that need to have a TMDL(s) written for them. The 303 (d) list is also to be submitted every two years. Georgia submits a combined 305(b)/303(d) report. This combined report is called an Integrated Report and has typically been entitled the "Water Quality in Georgia" report. One section of the Integrated Report is the 305(b)/303(d) list of waters. This is a list of all of the waters that the State has assessed. This list of waters is developed as described below.

How does GA EPD Develop the 305(b)/303(d) List of Waters?

Every two years GA EPD gathers data that has been collected across the State. This data comes from a number of sources including GA EPD, other State agencies (such as the Wildlife Resources Division and the Coastal Resources Division), Federal Agencies (such as the US Geological Survey), and local governments and environmental groups. The water quality data are compared to the State's water quality criteria using GA EPD's listing assessment methodology. Based on the comparison of the data to the water quality criteria, GA EPD places each water into one of three broad groups. Waters are assessed as 1) supporting their designated use; 2) not supporting their designated use; or 3) assessment pending.

Affected Streams

According to the Draft 2010 Integrated 305(b)/303(d) List the following waterbodies are within 0.5 mile vicinity of the proposed trail: Oquina Creek and Olive Creek.

However, the sections of the trail crossing or encroaching upon these bodies of water are not within the sections deemed "Not Supporting Designated Uses". Therefore, no special considerations need to be made at this point. The 305(b)/303(d) List is updated every 2 years, so the list should be rechecked in the future during the phased construction of the trail to verify whether any special permits or considerations need to be made.

Draft 2010 Integrated 305(b)/303(d) List

Streams - Not Supporting Designated Uses

Reach Name/ ID #/ Data Source	Reach Location/ County	River Basin/ Use	Criterion Violated	Potential Causes	Extent		Category	Priority	Notes
Oquina Creek	Bruces Branch to Cassidy Rd., Thomasville	Ochlockonee	FC	UR	2	miles	4a		TMDL completed FC 2006.
R031200020601	Thomas County	Fishing							
10									
Olive Creek	U.S. Highway 19 to Aucilla River (formerly Headwaters to Aucilla River)	Ochlockonee			6	miles	3		The water is being placed in Category 3 because macroinvertebrate data are currently under evaluation for listing assessment purposes. A listing decision should be made by 2012.
R031101030104	Thomas County	Fishing							
59									
Olive Creek	Headwaters to upstream U.S. Hwy. 19, Thomasville	Ochlockonee	DO, FC	UR	3	miles	4a		TMDLs completed DO (2001), FC (2006). Macroinvertebrate data are currently under evaluation for listing assessment purposes. A listing decision for macroinvertebrates should be made by 2012.
R031101030101	Thomas County	Fishing							
2,59,70									

Impaired Streams

A review of The Impaired Streams Project by the Georgia Soil & Water Conservation Commission shows that the City of Thomasville and the proposed Trail are not within the 0.5 mile vicinity of any impaired streams **(See Figure 4).**

FEMA Floodplains and Floodways

Sections of the trail that cross or encroach upon a FEMA 100 –year floodplain will require permitting and coordinating with FEMA and the community's floodplain administrator. The following description outlines the general rules and regulations communities must abide by:

The National Flood Insurance Program (NFIP) floodplain management criterion that is adopted by all participating communities in their local ordinances, as described in Title 44 of the Code of Federal Regulations, Section 60.3(d)(3), states:

"A community shall prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge."

Prior to issuing any development permits involving activities in a regulatory floodway, the community must obtain a certification stating the proposed development will not impact the pre-project base flood elevations, regulatory floodway elevations, or regulatory floodway widths. The certification should be obtained from the permitee and be signed and sealed by a professional engineer in accordance with State Licensing Board specifications.

The engineering or "No-Rise / No-Impact" certification must be supported by technical data. The supporting technical data should be based upon the standard step-backwater hydraulic model utilized to develop the regulatory floodway shown on the community's effective Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map (FBFM) and the results tabulated in the community's Flood Insurance Study (FIS).

Communities are required to review and approve or disapprove the "No-Rise/No-Impact" submittals; however, they may request technical assistance and review from the FEMA regional office. If this alternative is chosen, the submittal will be treated as a Conditional Letter of Map Revision (CLOMR) by the National Service Provider, and will be subject to the same fees as such.

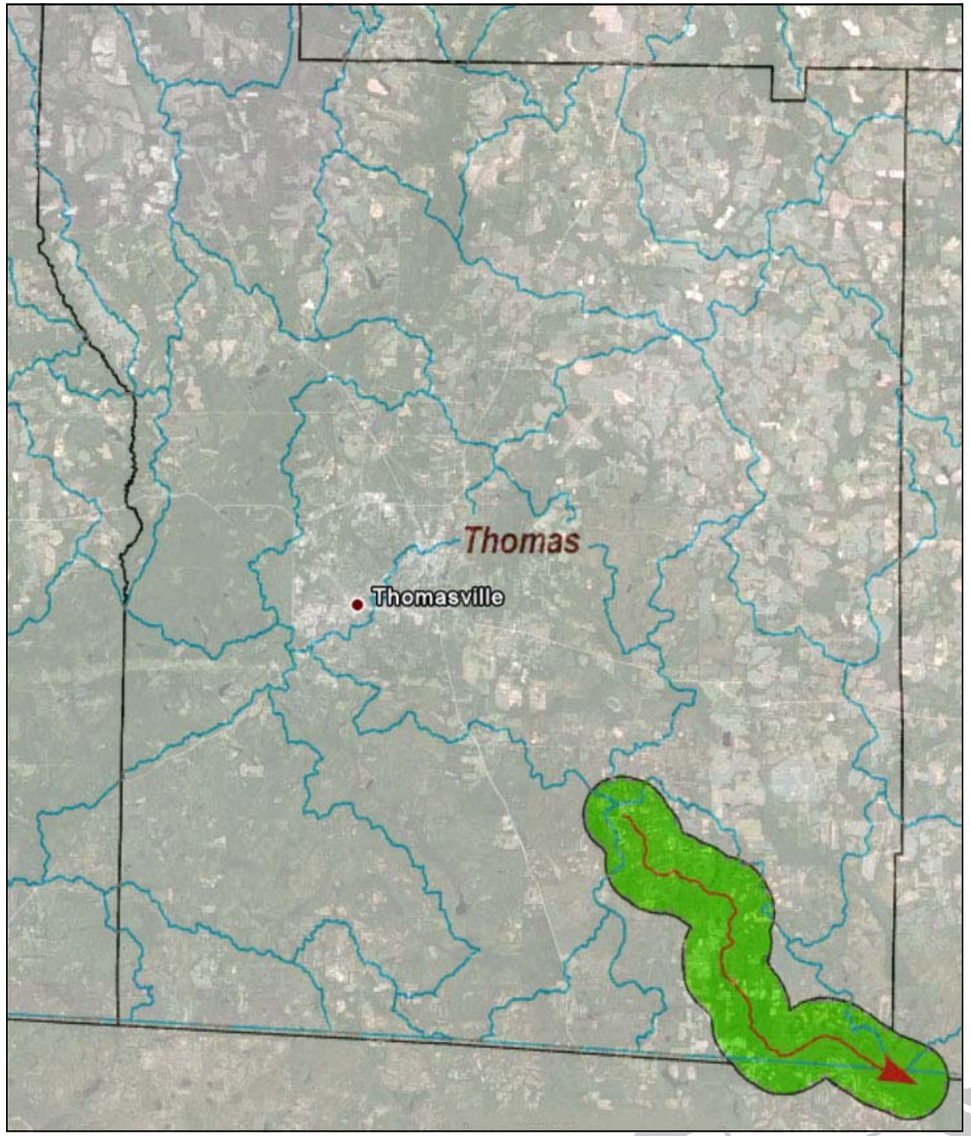
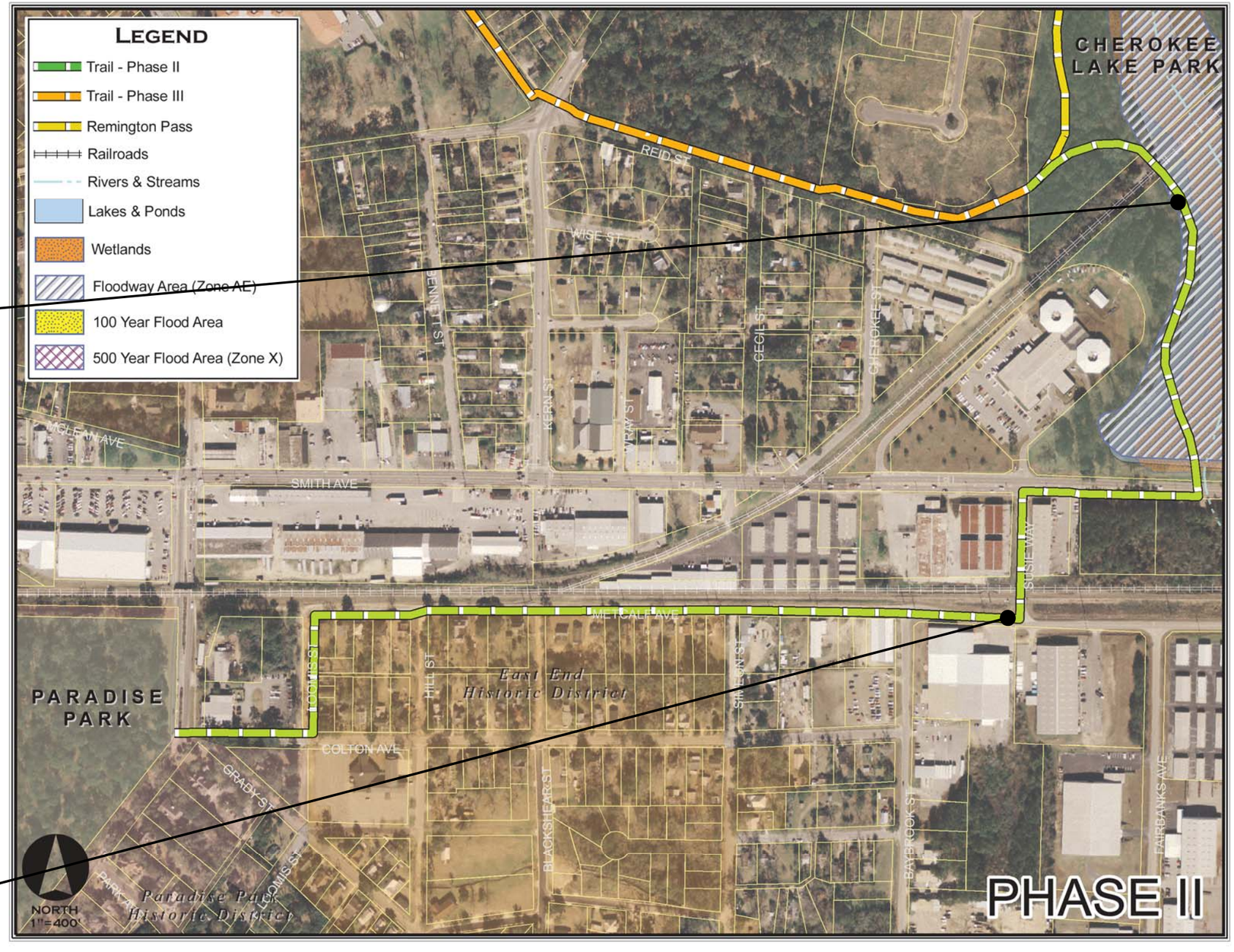


Figure 4.
Impaired Streams in Thomas County.

Cherokee Lake Park's 6' wide trail to be widened to 10'.

Metcalf Avenue Adjacent to CSX railroad, looking West from Susie's Way.



Description of Potential Effects

Trail Alignment

Phase II of the trail leaves Paradise Park near Colton Avenue on the Eastern side of the park. The trail navigates the public right-of-way to Metcalf Avenue, where it runs parallel to the railroad line along the unpaved road. The trail then heads north to Smith Avenue where it will cross over the 4 lane highway via pedestrian bridge into Cherokee Park. Within the park the trail joins the existing park trail until it is joined by the Remington Pass trail near the property line of Morning Side Subdivision.

Land disturbance in this phase will include all areas which require accommodations to the right-of-way and clearing and grading along easements and open space.

Critical areas to consider on this phase of the trail include the bridge crossing over the pond and the pedestrian bridge over Smith Avenue.

Wetlands

Wetlands are present in the vicinity of the trail in the form of the Freshwater Pond at Cherokee Park. Therefore Stream Buffers, Conservation Buffers and County Buffers may be encroached upon. No other wetlands are effected by the trail in this section.

Floodplain

Approximately 330 linear feet of the Phase II trail encroaches upon the floodplain as shown on FEMA Map Panel Number 13275C0229D , dated September 25, 2009. This is due to the bridge crossing over the pond on Olive Creek. An additional 1300 linear feet runs along the edge of the pond in close proximity to the water surface elevation.

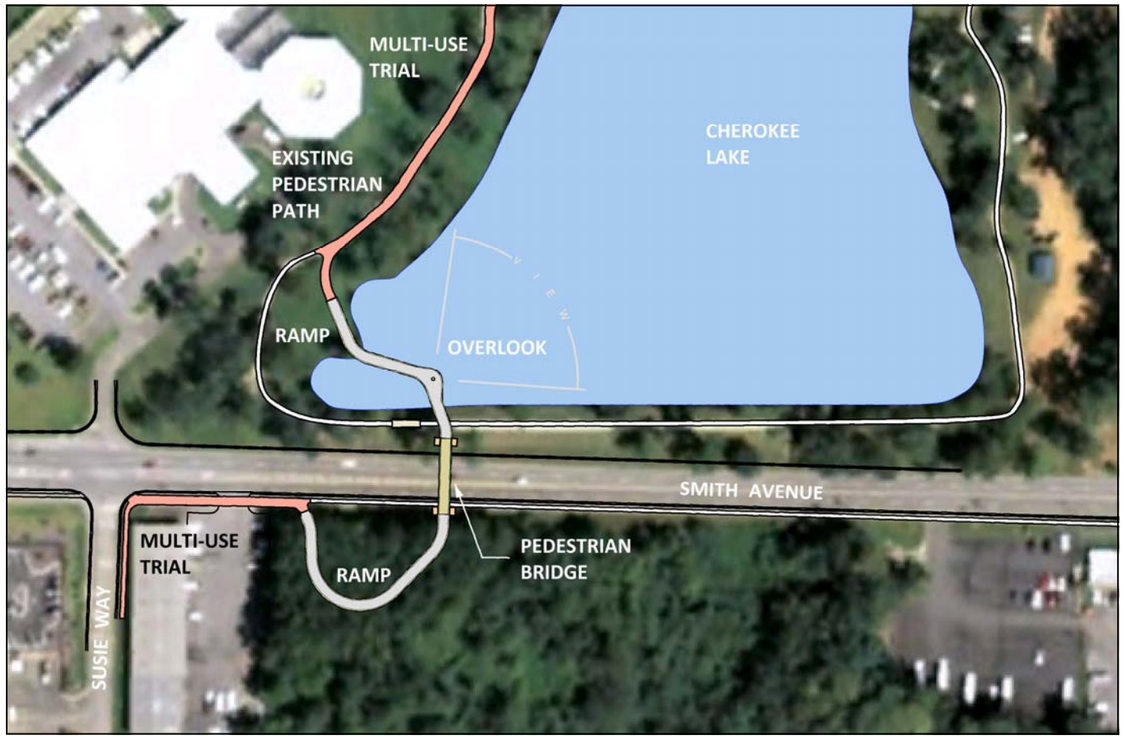
There is no proposed fill for this section of the trail, since a crossover bridge is proposed, and therefore no floodplain mitigation should be necessary. Any additional impervious surface will be minimal, especially in light of the fact that the trail will connect with the existing Cherokee Park trail. Since the bridge will cross over the pond, no portion of the trail should be below the base flood elevation. There should be no adverse effects to the water quality of the lake or increases in the surface elevation due to development.

Permits Required

All state, local and federal permits are required and include but are not necessary limited to a FEMA No-Rise Certification for the bridge and trail encroachment into the floodway and a State Waters Buffer Variance. *(Refer to the Environmental Resources Section for details)* . The railroad crossing will require coordination with CSX .

Recommendations

- An approximately 280 foot bridge will be required over Cherokee Lake.



Phase II Trail Plan View

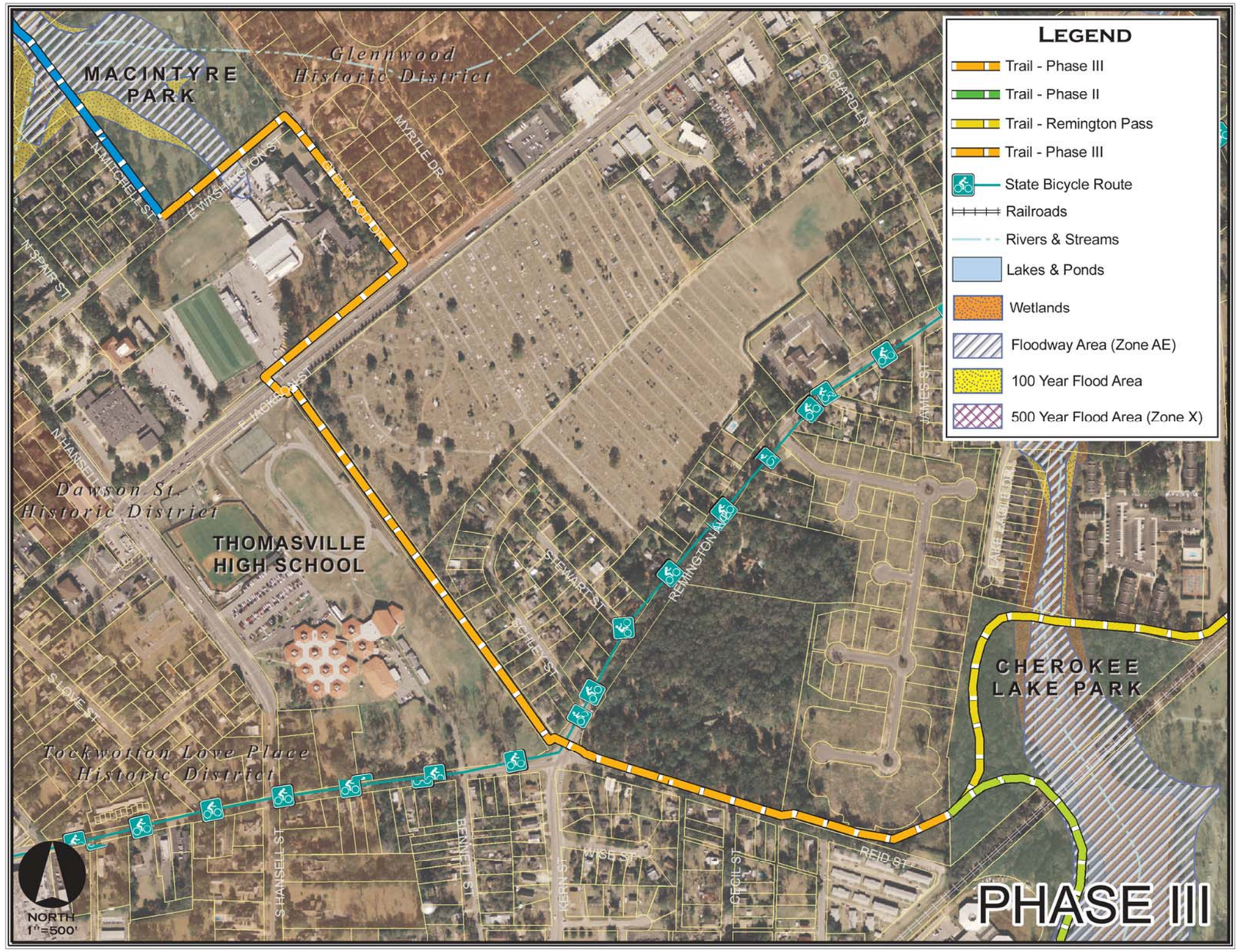
Depiction of the proposed pedestrian crossing of Smith Avenue and the overlook bridge over Cherokee Lake.

- The existing sidewalk in Cherokee Lake Park will be widened to 10' from 6'. Some timber bridges may have to be widened also.

Additional Comments

This section of the trail includes potential effects to the following:

- Stream Buffers
- Wetlands
- Floodplain
- Stormwater
- Historic Resources (East End Historic District)
- Park & Recreation Activities
- Soil Stability & Erodability


LEGEND
Trail - Phase III
Trail - Phase II
Trail - Remington Pass
Trail - Phase III
State Bicycle Route
Railroads
Rivers & Streams
Lakes & Ponds
Wetlands
Floodway Area (Zone AE)
100 Year Flood Area
500 Year Flood Area (Zone X)
MACINTYRE PARK
Glennwood Historic District
MYRTLE DR
ORCHARD LN
E WASHINGTON ST
E MITCHELL ST
N SPAIN ST
E HACKNEY ST
N HANSELL ST
Dawson St. Historic District
THOMASVILLE HIGH SCHOOL
S STEWART ST
SCHLEY ST
REMINGTON AVE
JAMES ST
CHEROKEE LAKE PARK
S LOVE ST
Tockwotton Love Place Historic District
S HANSELL ST
BENNETT ST
KERN ST
WISE ST
CECIL ST
REID ST
NORTH
1"=500'
PHASE III

Description of Potential Effects

Trail Alignment

Phase III of the trail departs Cherokee Park along the open space areas of Morningside Subdivision toward Remington Avenue. Once crossing Remington Avenue, it travels on public right-of-way between the Thomasville Board of Education land and Jackson Street Cemetery. It continues on the right-of-way along East Jackson Street to Glenwood Drive and finally to East Washington Street which runs adjacent to MacIntyre Park.

Critical areas to consider on this phase of the trail include the pedestrian bridge crossing and accommodations made to East Washington Street as it crosses over the floodway within MacIntyre Park.

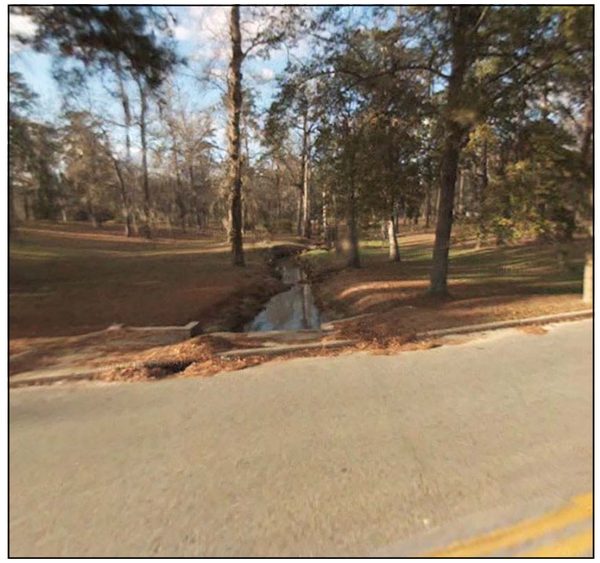
Accommodations must be made to portions of the trail that run alongside the existing road, including the removal or avoidance of trees and retaining walls along Reid Street.

Wetlands

There are no wetlands along this portion of the trail according to the U.S. Fish and Wildlife Service National Wetlands Inventory.

Floodplain

Approximately 100 linear feet of the Phase III trail encroaches upon the floodplain and floodway as shown on FEMA Map Panel Number 13275C0226D , dated September 25, 2009. This portion of the floodplain is present within MacIntyre Park and the trail runs along East Washington Street crossing over the Southern limits of the floodplain. This crossing goes over a tributary of Bruces Branch that runs within MacIntyre Park. Crossing over this portion of the floodway will likely require approval of the community's floodplain administrator and follow the procedures required by FEMA ((*Refer to the Environmental Resources Section for details*):



Bruces Branch Creek

This portion of the trail along MacIntyre Park is within the 100 year floodplain. The trail is proposed to cross over the creek at this point via a bridge or earthen culvert crossing.

Permits Required

During preparation of the construction drawings, the engineer should investigate all state, local and federal permits that will be required. Since the only encroachment is a perpendicular crossing over Bruces Branch Creek and is adjacent to a vehicular crossing, most likely a FEMA No-Rise Certification will not be required. (*Refer to the Environmental Resources Section for details*)

Recommendations

- A 25 pedestrian bridge (wood) will be required crossing over Bruces Branch Creek. An alternate design may be a widening of the road with fill slopes and adjacent sidewalk.
- There is a large drainage ditch that runs between Thomasville High School and Laurel Hill Cemetery. The trail alignment is proposed to run parallel to this ditch, but may have to cross over the ditch in order to avoid encroachment to the track and field of the high school. Improvements to the ditch are also recommended to make it more aesthetically pleasing.
- Bruces Branch Creek is in need of stream bank mitigation and improvement. The existing stream bank exhibits eroding banks, incising, and scouring. Bank rehabilitation is recommended to stabilize and improve its appearance.

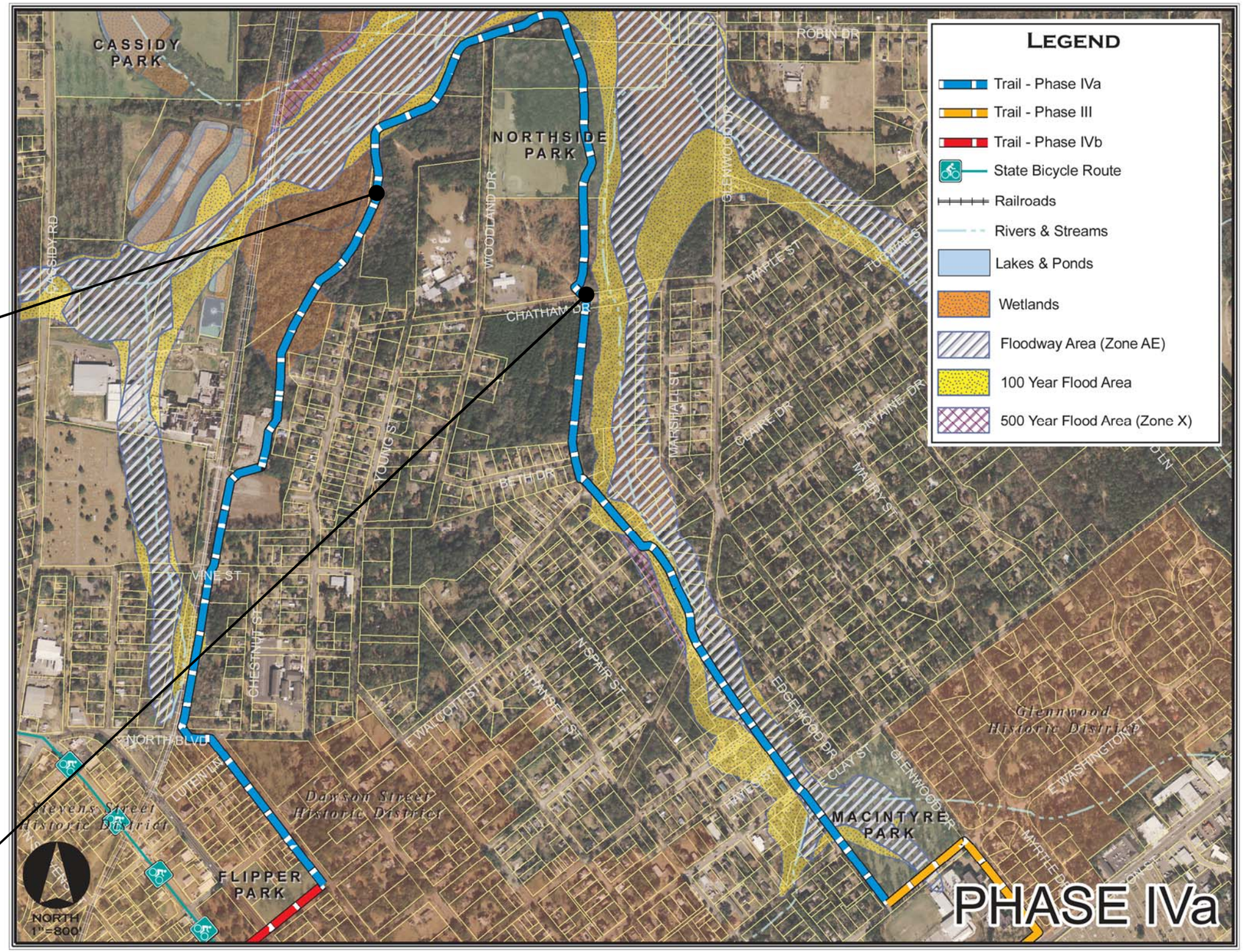
Additional Comments

This section of the trail includes potential effects to the following:

- Stream Buffers & Streams
- Floodplain
- Stormwater
- Historic Resources (Glenwood District)
- Park & Recreation Activities
- Soil Stability & Erodability

The trail crosses behind Woodland Heights and will likely require a boardwalk over this marshy wetlands area. There is also a detention pond that it will have to circumnavigate and ensure that it does not obstruct the outlet control structures of the pond.

The trail will cross Chatham Drive and make its way to Northside Park via this City of Thomasville utility easement maintained by the Public Works Department.



Description of Potential Effects

Trail Alignment

Phase IVa of the trail leaves MacIntyre Park along North Mitchell Street and continues for approximately 0.9 miles to Chatham Drive. The trail traverses the adjacent residential neighborhoods along the existing public streets and right-of-way. Upon passing Eaglewood Drive the trail briefly leaves the street and is located along a parcel owned by the City of Thomasville before returning again to North Mitchell Street. There is an unpaved section of North Mitchell Street between Georgia Avenue and Beth Drive. The trail leaves Chatham Drive parallel to Bruces Branch Creek to Northside Park. The trail continues through Northside Park and leaves it on the West side running along city utility easements to Vine Street. After crossing Vine Street it runs parallel to the railroad. It then returns to public streets along North Crawford Street to Flipper Park.

Wetlands

Near Bruce Park and next to North Mitchell Street, the Phase IVa trail comes within approximately 85 feet of a Freshwater Forested/Shrub Wetlands but does not encroach upon it. It again runs adjacent to wetlands along Northside Park and runs within or directly in approximately 1,900 linear feet of Freshwater Forested/Shrub Wetlands until Ruby Street. Portions of the trail that are within designated wetland areas may require boardwalks to traverse wetland and flood plain areas.

Floodplain

Phase IVa is located within approximately 2,850 linear feet of the 100 year floodplain along North Mitchell Street (According to FEMA Map Panel Number 13275C0226D, dated September 25, 2009). It then continues to run almost for it's entire 2.77 miles length along the edge or briefly entering into the floodplain along Bruces Creek, Oquina Creek and Oquina Creek Tributary 3. Much of the floodplain area along Mitchell Street is within low lying residential and dense neighborhoods areas. However, once the trail reaches Northside Park the character of the adjacent floodplain changes to wooded and forested creekside nature. Once leaving Northside Park, the trail is a significant distance from the floodplain as it runs along city utility easements. It once more encroaches upon the floodplain after passing Vine Street, when running adjacent to the railroad track.

Permits Required

All state, local and federal permits are required and include but are not necessary limited to a FEMA No-Rise Certification. Since the creek crossing is a vehicular perpendicular crossing, permit may not be required.

Additional Comments

This section of the trail includes potential effects to the following:

- Stream Buffers
- Wetlands
- Floodplain
- Stormwater
- Historic Resources (Dawson Street Historic District)
- Park & Recreation Activities
- Soil Stability & Erodability

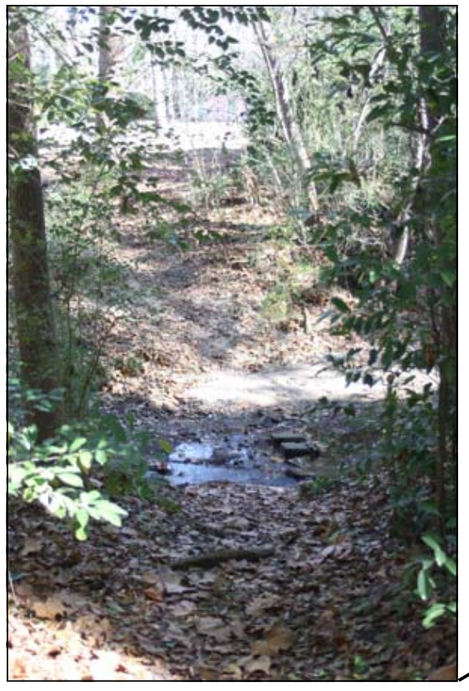
Trail Along Railroad Easement

An old road bed running parallel to a railroad easement within a floodplain.

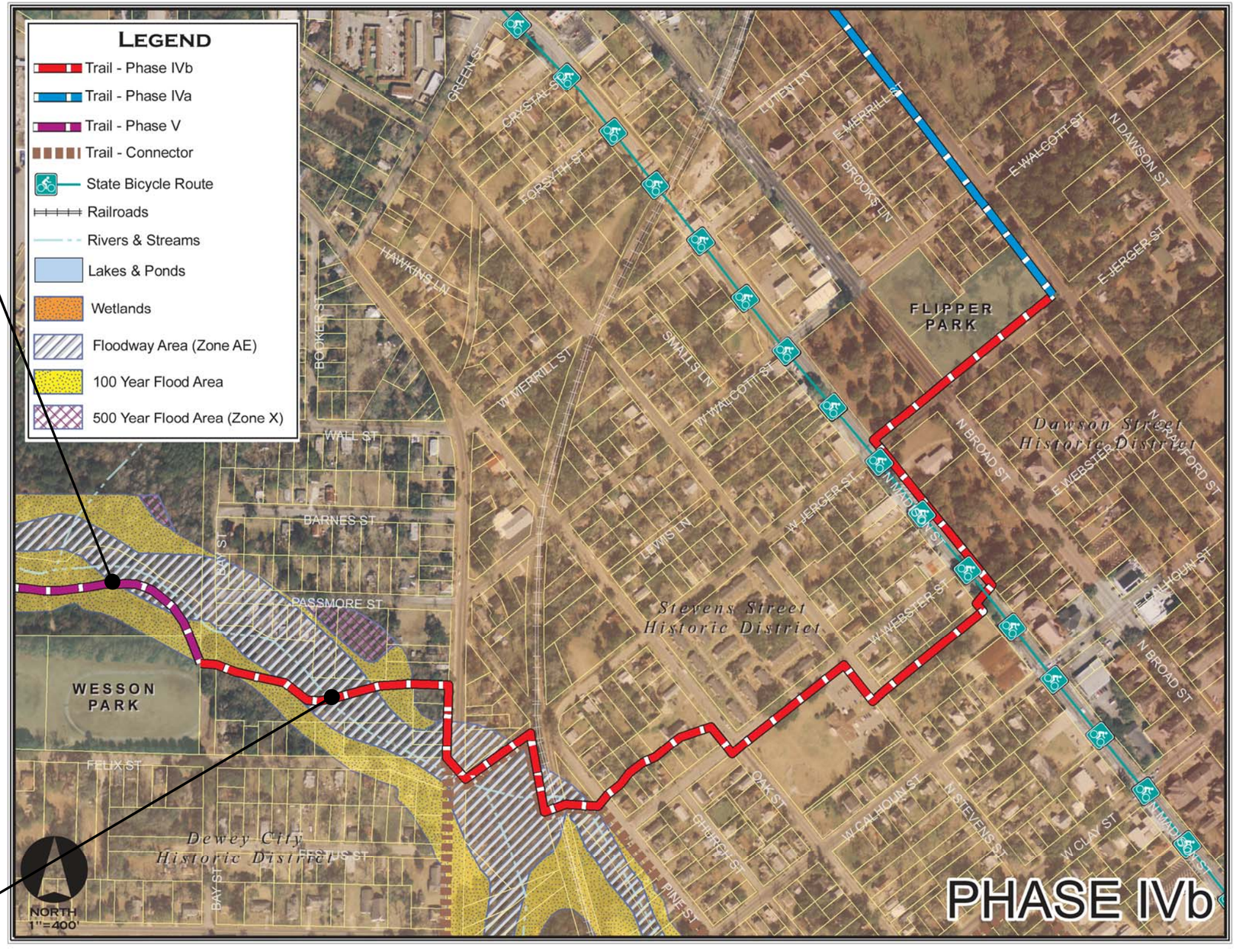
Recommendations

- During the construction and design phase of the project, this area in particular should include a wetland delineations done in the field. Any Encroachments should attempt to be perpendicular.
- Elevated boardwalk will be required in the wetlands behind Woodland Heights subdivision. For approximately 800-1300 feet.

The trail will run within utility easements such as this one shown near Weston Park. Portions of the trail along the easement may require boardwalk sections to cross wet and marshy areas.



The trail crosses Oquina Creek and will require a timber bridge to ensure encroachments into the floodway and wetlands are minimal.



Description of Potential Effects

Trail Alignment

Phase IVb leaves Flipper Park and traverses through Dawson Street and Stevens Street Historic Districts running through a railroad trestle and finally reaching Weston Park via a utility easement

Wetlands

Phase IVb does not encroach upon any wetlands.

Floodplain

Phase IVb is a particularly difficult section of the trail as it passes over approximately 1,650 linear feet of flood plain areas. It crosses over Oquina Creek Tributary 4 and Oquina Creek and it also crosses North Martin Luther King Jr Drive. It also crosses beneath an existing railroad trestle before running parallel to Oquina Creek Tributary 4.

Permits Required

After the preparation of construction documents and a detail field run topographic survey, engineers and planner will review the required state, local and federal permits required. A FEMA No-Rise Certification for floodplain mitigation due to fill and construction within the floodplain may be required. If the creek crossing is a vehicular perpendicular crossing, permit may not be required. The railroad crossing will require coordination with CSX.

Recommendations

- Approximately 60' wooden pedestrian bridge crossing underneath the railroad trestle at a Oquina Creek Tributary near Pine Street.
- Just East of Weston Park, an approximately 60' wooden pedestrian bridge will be necessary to cross Oquina Creek.

Additional Comments

This section of the trail includes potential effects to the following:

- Stream Buffers & Streams
- Wetlands
- Floodplain
- Stormwater
- Historic Resources (Stevens Street Historic District)
- Park & Recreation Activities
- Soil Stability & Erodability

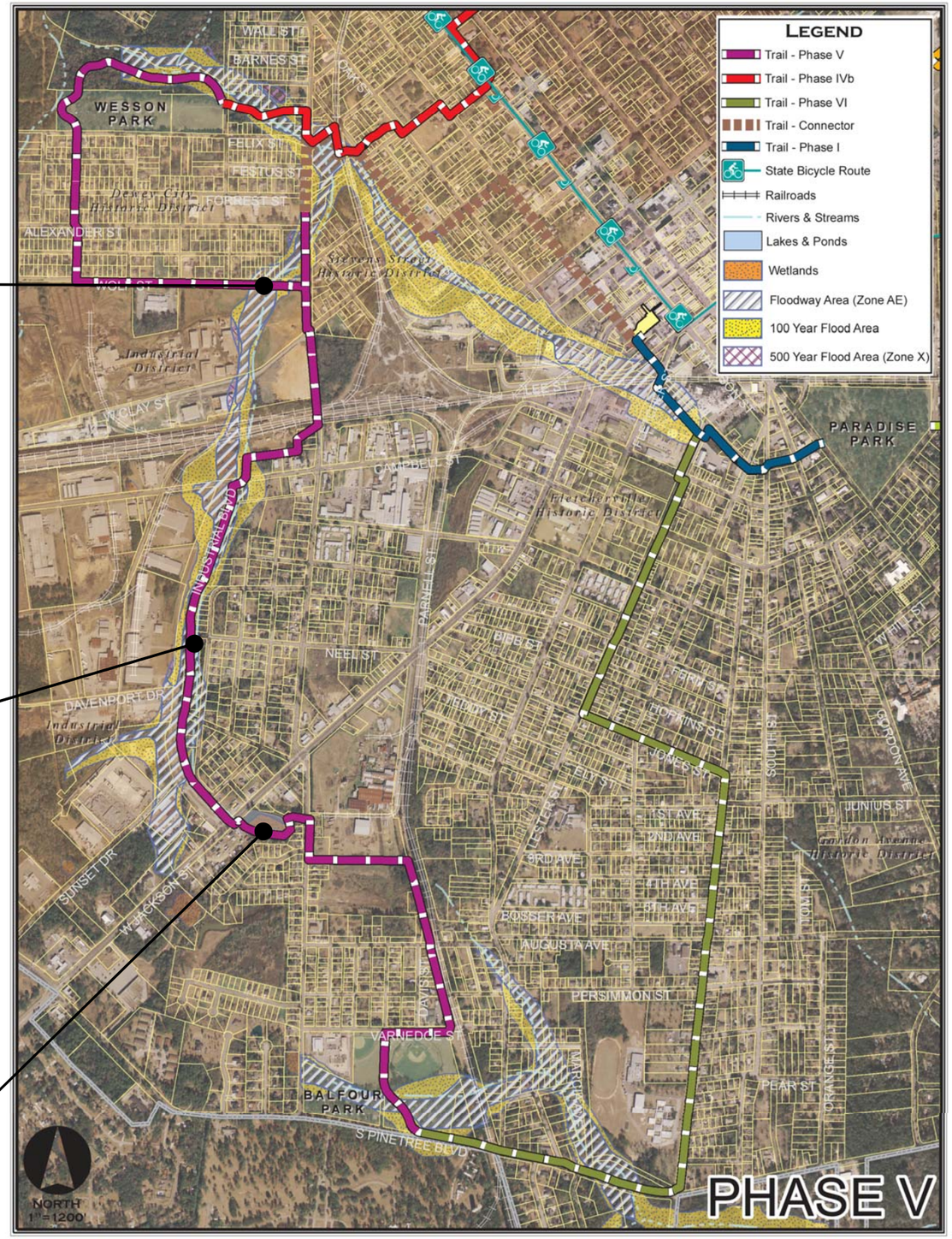
Trail Passage Location

This is a proposed trail passage along Oquina Creek in the Stevens Street Historic District before crossing Martin Luther King Jr Drive.

The trail will cross Oquina Creek on Wolf Street and will require either a timber bridge or an open bottom culvert adjacent to the street.

As the trail runs along Industrial Blvd., it will require sections of elevated boardwalk as well as a timber bridge crossing over to the opposite side of Oquina Creek.

After crossing W Jackson Street, the trail will go around this pond before crossing over to S. MLK Drive and eventually running parallel to the railroad right-of-way until Balfour Park.



Description of Potential Effects

Trail Alignment

Phase V of the trail is one of the longest sections, spanning 3.73 miles all the way from Weston Park to Balfour Park.

The trail first leaves Weston Park and traverses the Dewey City Historic District to Wolf Street. The trail heads East to Martin Luther King Jr Drive where it then heads South to cross the railroad lines to then run along City lots, right-of-way, streets and railroad right-of-ways to Balfour Park.

Wetlands

Wetlands are present in the vicinity of the Phase V trail in two instances. The first instance is located where the trail crosses Campbell Street and is running along Seaboard Drive. The trail does not directly cross wetlands. The second instance actually involves running along the perimeter of a Freshwater Pond for approximately 450 feet. The process of wetland mitigation or the purchase of wetland mitigation credits is a detailed procedure that requires coordination and review by the US Corps of Engineers. At the time of preparation of construction documents, the designers will evaluate various factors including the magnitude, existing conditions, duration of effect, preventability and other factors to aid the Corps in determining the amount of mitigation credits that may be required.

Floodplain

Phase V of the trail, as it runs on the North side of Weston Park, lies within the floodplain for approximately 2,400 linear feet according to FEMA Map Panel Number 13275C0228D , dated September 25, 2009. As the trail enters into the West side of Weston Park it leaves the floodplain and briefly crosses it again along Wolf Street, when the trail crosses over Oquina Creek. After heading South and crossing over the railroad tracks, the trail runs along side Oquina Creek for 3,500 linear feet until Raleigh Avenue near Sunset Drive. This portion of the trail runs through the heavily wooded creek bed. The trail again crosses over the floodplain once within Balfour Park over a length of 960 linear feet over Olive Creek Tributary 8.

Permits Required

All state, local and federal permits are required and include but are not necessary limited to a FEMA No -Rise Certification, floodplain mitigation and wetland mitigation. Since the creek crossing is a vehicular perpendicular crossing, permit may not be required.

Recommendations

- A prolonged section of boardwalk may be necessary as the trail runs between Industrial Blvd. and Graydon Avenue. One or more bridge crossings may also be required. Portions of the creek come in close proximity to the shoulder of the road and therefore, fitting a 10' trail may be difficult. So crossing over to the opposite side will be necessary.
- Olive Creek in Balfour Park is currently traversed by an unpaved road. The trail will be constructed upon this road bed.
- The railroad crossing over Parnell Street may require coordination with CSX in order to install a pedestrian friendly crosswalk.

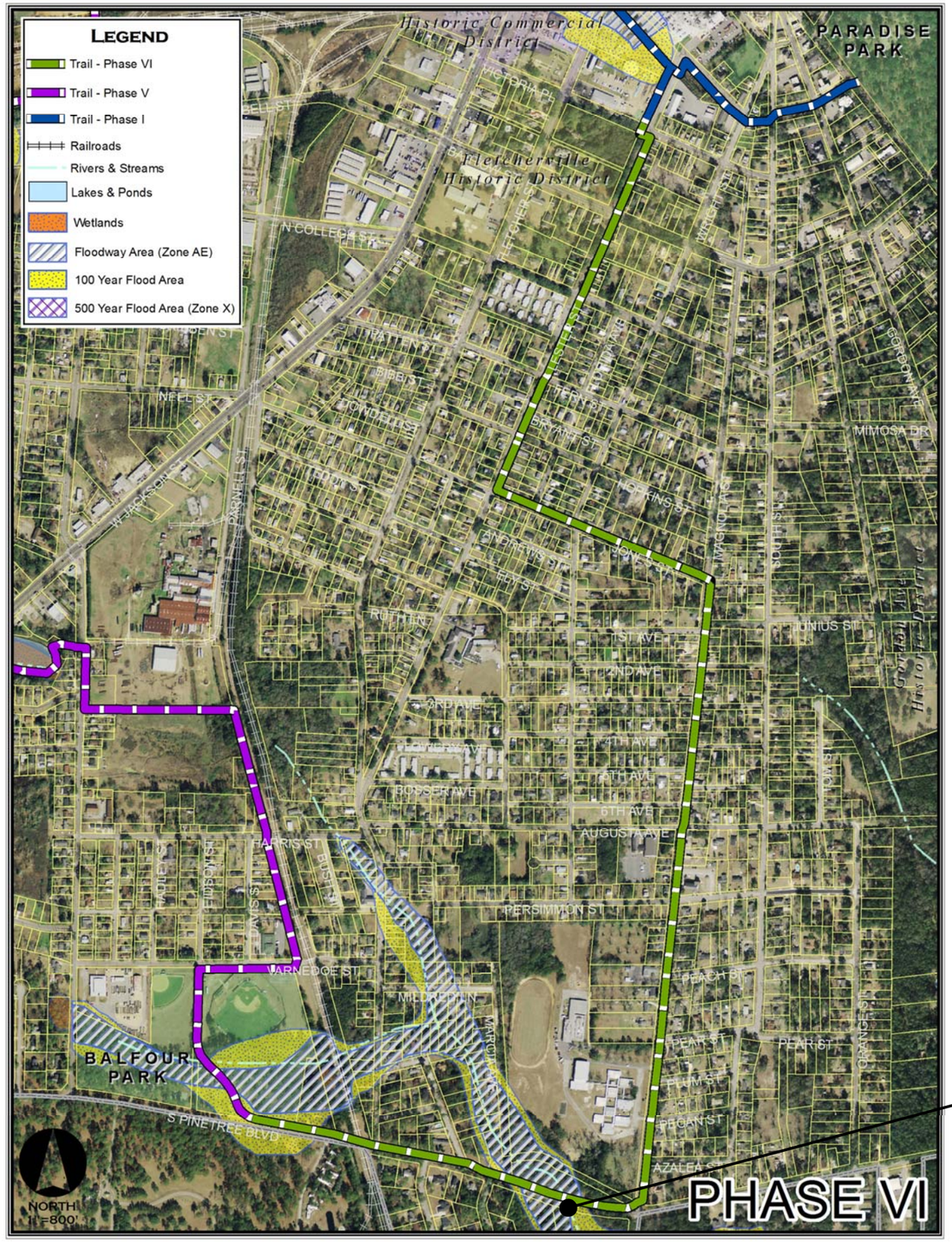
Additional Comments

This section of the trail includes potential effects to the following:

- Stream Buffers & Streams
- Wetlands
- Floodplain
- Stormwater
- Historic Resources (Dewey City Historic District)
- Park & Recreation Activities
- Soil Stability & Erodability

Trail Passage Location

This is a proposed passage of the trail in the Dewey City Historic District over an existing but unimproved road bed.



Looking South on Pinetree Boulevard as the road crosses Olive Creek. This section of the road will likely need widening in order to put the trail adjacent to the road.

Description of Potential Effects

Trail Alignment

Phase VI of the trail continues for 2.25 miles from Balfour Park to then return to the Phase I trail near Stevens Street and Victoria Place. This last section of the trail runs back North on Magnolia, Jones, and Lester Street into Fletcherville Historic District.

Wetlands

Phase VI does not encroach upon any wetlands.

Floodplain

This section of the trail crosses over Olive Creek Tributary 7 for approximately 690 linear feet on Pinetree Boulevard . The trail will run parallel to the existing road and will likely require a widening of the shoulder or a bridge crossing.

Permits Required

The crossing of Olive Creek goes over the floodplain and floodplain and therefore coordination with the communities floodplain administrator may be necessary. Since the road crossing is existing, additional permitting may not be required.

Recommendations

- The crossing over Olive Creek may be achieved by widening the road and placing the trail parallel to the road with a grass verge. An alternate solution is for a 40 foot wooden pedestrian bridge.

Additional Comments

This section of the trail includes potential effects to the following:

- Floodplain
- Stormwater
- Historic Resources (Fletcherville Historic District)
- Park & Recreation Activities
- Soil Stability & Erodability

The trail runs North on Magnolia Street toward the Fletcherville Historic District. Like many of the streets the alignment is proposed to navigate, Magnolia Street consists of a wide paved section but a narrow and dense right-of-way with utilities and mature trees.

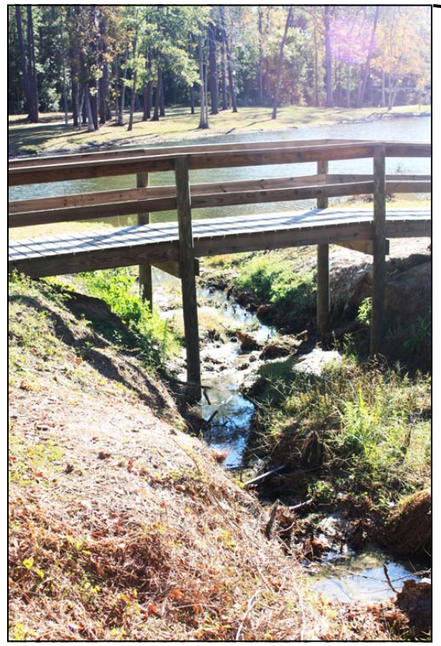
Existing timber bridge over Cherokee Lake will be widened to 10'.

The multi-use trail is proposed to run parallel to the CSX railroad line to Remington Park.

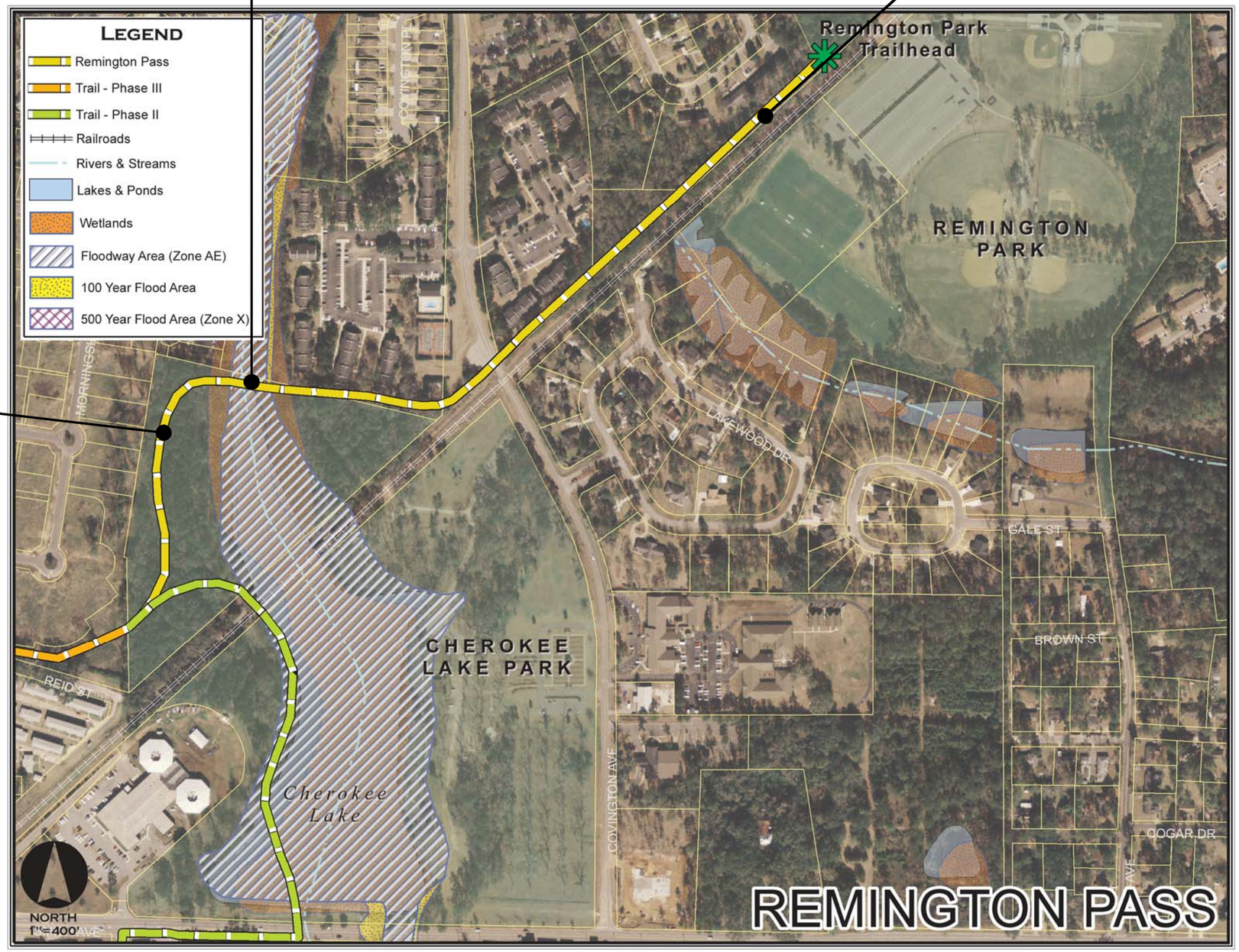
Remington Pass

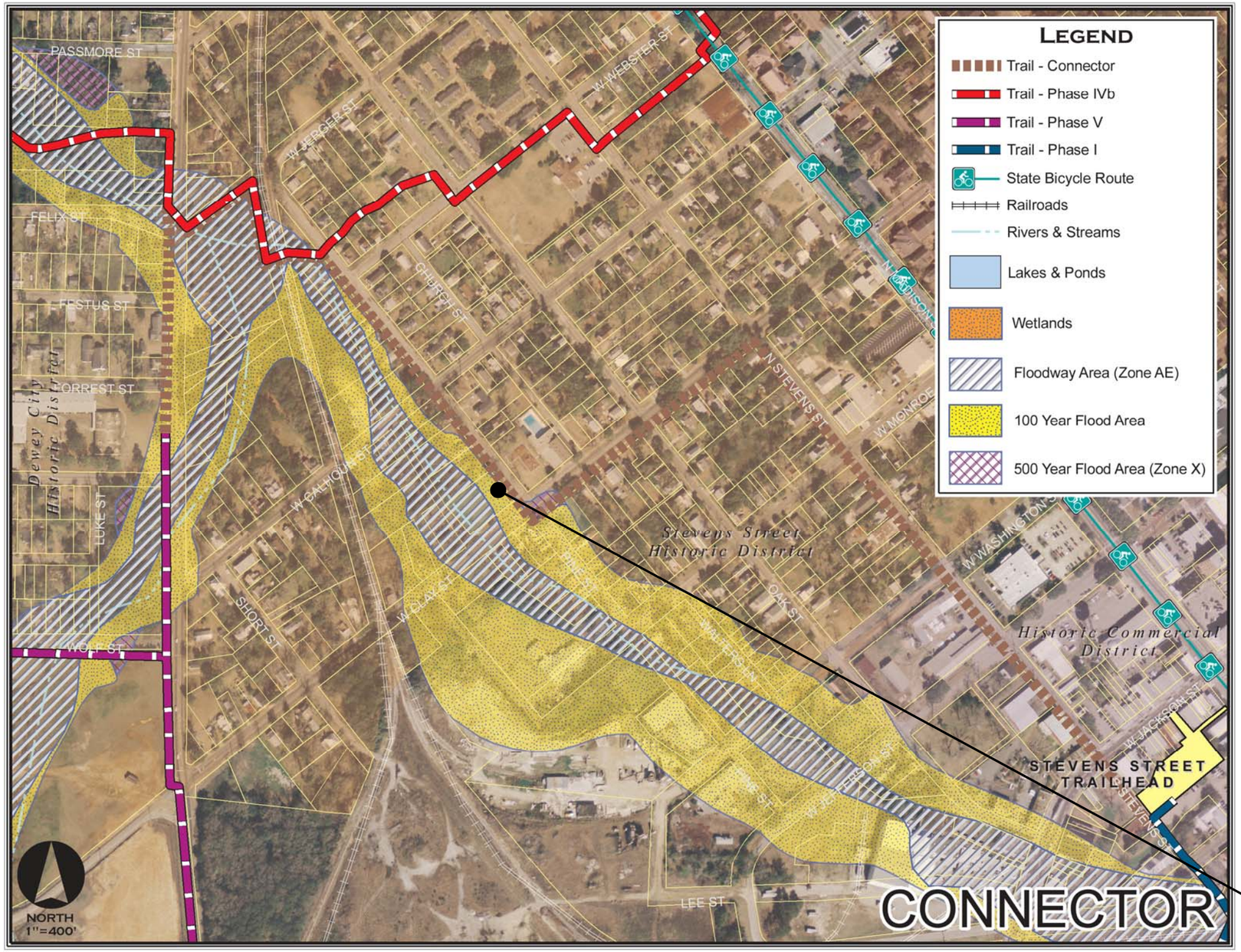
The Remington Pass trail extension crosses over Cherokee Lake Park, but over an existing pedestrian bridge. This area is classified as both Freshwater Forested/Shrub Wetland and Freshwater Pond. The rest of this portion of the trail runs parallel to a Seaboard Cost Line railroad easement upon leaving Cherokee Park.

With the exception of the existing bridge crossing, there are no wetlands or floodplains crossed by this section of the trail, although the trail comes within a few hundred feet of Freshwater Emergent Wetlands at the Southwestern side of Remington Park.



Existing timber bridges will be widened to 10' over wetland areas.





Connector

The Connector trail, which connects Trail IVb to the Stevens Street Trailhead, is a 0.96 mile trail section traversing various historic Districts.

The trail along Pine Street may encroach into the 100 year flood along an area of approximately 750 linear feet, but does not involve any crossings. Any encroachment will most likely be minimal along this stretch, as the trail mostly runs within existing public right-of-way.

Looking Southeast along Pine Street in a low lying urban district within the 100 year flood plain.

Cost Analysis

A preliminary cost estimate to build each segment of the trail system is shown on the following pages. The estimates are derived on unit costs to construct similar trails in 2007. *These estimates do not include costs associated with land acquisition.*

The unit costs used to estimate design and construction represent an average cost to construct and design similar projects. The design and engineering costs can vary significantly from firm to firm. Bridges will vary in length and width and difficulty of construction based on location. Culverts will vary in size and material. Rest areas will vary in terms of amenities desired, lighting and signage. These following figures are estimates of probable costs today and should be used for better planning and prioritization. The actual costs to design and construct trail segments and trail components may vary significantly from the values below.

PHASE II

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	5775	$86,622.00
Design/Engineering - State & Federal	$30.00	350	$10,500.00
Concrete Trail	$70.00	5625	$393,736.00
Bridges (metal)	$1,000.00	500	$500,000.00
Bridges (timber)	$850.00	0	$0.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	0	$0.00
Landscaping, seeding and strawing	$6.00	6125	$36,748.80
Contingency	$5.00	6125	$30,624.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27000 each	0	$53,997.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	5	$4,000.00
Trash Receptacles	$250.00	3	$750.00
Benches	$400.00	3	$1,200.00
TOTAL PHASE II COST			**$1,118,178**

PHASE III

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	6025	$90,372.00
Design/Engineering - State & Federal	$30.00	100	$3,000.00
Concrete Trail	$70.00	6100	$426,986.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	25	$21,250.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	0	$0.00
Landscaping, seeding and strawing	$6.00	6125	$36,748.80
Contingency	$5.00	6125	$30,624.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	3	$81,000.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	4	$3,200.00
Trash Receptacles	$250.00	3	$750.00
Benches	$400.00	3	$1,200.00
TOTAL PHASE III COST			**$695,131**

PHASE Iva

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	13626	$204,384.00
Design/Engineering - State & Federal	$30.00	1000	$30,000.00
Concrete Trail	$70.00	13851	$969,542.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	25	$21,250.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	750	$225,000.00
Landscaping, seeding and strawing	$6.00	14626	$87,753.60
Contingency	$5.00	14626	$73,128.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	3	$81,000.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	7	$5,600.00
Trash Receptacles	$250.00	4	$1,000.00
Benches	$400.00	4	$1,600.00
TOTAL PHASE IVa COST			**$1,700,258**

PHASE Ivb

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	4333	$64,992.00
Design/Engineering - State & Federal	$30.00	1000	$30,000.00
Concrete Trail	$70.00	5143	$359,996.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	90	$76,500.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	100	$30,000.00
Landscaping, seeding and strawing	$6.00	5333	$31,996.80
Contingency	$5.00	5333	$26,664.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	2	$54,000.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	4	$3,200.00
Trash Receptacles	$250.00	3	$750.00
Benches	$400.00	3	$1,200.00
TOTAL PHASE IVb COST			**$679,299**

PHASE V

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	17294	$259,416.00
Design/Engineering - State & Federal	$30.00	2400	$72,000.00
Concrete Trail	$70.00	18564	$1,299,508.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	30	$25,500.00
Culvert Crossings	$2,500.00	2	$5,000.00
Boardwalk	$300.00	1100	$330,000.00
Landscaping, seeding and strawing	$6.00	19694	$118,166.40
Contingency	$5.00	19694	$98,472.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	3	$81,000.00
Rest Areas	$3,496.00	2	$6,992.00
Signs	$800.00	5	$4,000.00
Trash Receptacles	$250.00	5	$1,250.00
Benches	$400.00	5	$2,000.00
TOTAL PHASE V COST			**$2,303,304**

PHASE VI

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	11190	$167,850.00
Design/Engineering - State & Federal	$30.00	690	$20,700.00
Concrete Trail	$70.00	11350	$794,500.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	30	$25,500.00
Culvert Crossings	$2,500.00	1	$2,500.00
Boardwalk	$300.00	500	$150,000.00
Landscaping, seeding and strawing	$6.00	11880	$71,280.00
Contingency	$5.00	11880	$59,400.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	5	$135,000.00
Rest Areas	$3,496.00	1	$3,496.00
Signs	$800.00	8	$6,400.00
Trash Receptacles	$250.00	5	$1,250.00
Benches	$400.00	5	$2,000.00
TOTAL PHASE V COST			**$1,439,876**

Cost Estimates

REMINGTON PASS

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	3538	$53,064.00
Design/Engineering - State & Federal	$30.00	0	$0.00
Concrete Trail	$70.00	3538	$247,632.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	0	$0.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	0	$0.00
Landscaping, seeding and strawing	$6.00	3538	$21,225.60
Contingency	$5.00	3538	$17,688.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	0	$0.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	2	$1,600.00
Trash Receptacles	$250.00	1	$250.00
Benches	$400.00	1	$400.00
TOTAL REMINGTON PASS COST			**$341,860**

CONNECTOR

Item	Cost per Linear Feet	Linear Feet	Cost
Design/Engineering - Non Federal	$15.00	5069	$76,032.00
Design/Engineering - State & Federal	$30.00	0	$0.00
Concrete Trail	$70.00	5069	$354,816.00
Bridges (metal)	$1,000.00	0	$0.00
Bridges (timber)	$850.00	0	$0.00
Culvert Crossings	$2,500.00	0	$0.00
Boardwalk	$300.00	0	$0.00
Landscaping, seeding and strawing	$6.00	5069	$30,412.80
Contingency	$5.00	5069	$25,344.00
Item	**Cost per Unit**	**Units**	**Cost**
Primary Trail Access Areas	$50,000 to 150,000 each	0	$0.00
Pedestrian Activated Signal / At-grade Crossing	$27,000	3	$81,000.00
Rest Areas	$3,496.00	0	$0.00
Signs	$800.00	3	$2,400.00
Trash Receptacles	$250.00	1	$250.00
Benches	$400.00	1	$400.00
TOTAL CONNECTOR COST			**$570,655**

Community Landmarks Trail Total Cost

The table at right provide a preliminary estimate of probable costs for all phases of the Thomasville Community Landmarks Trail including Remington Pass and Connector sections:

COST SUMMARY

Phase	Design Cost	Construction Cost	Cost
Phase II	$97,122	$1,021,056	$1,118,178
Phase III	$93,372	$601,759	$695,131
Phase IV a	$234,384	$1,465,874	$1,700,258
Phase IV b	$94,992	$584,307	$679,299
Phase V	$331,416	$1,971,888	$2,303,304
Phase VI	$188,550	$1,251,326	$1,439,876
Remington Pass	$53,064	$288,796	$341,860
Connector	$76,032	$494,623	$570,655
TOTAL TRAIL COST	**$1,168,932**	**$7,679,628**	**$8,848,560**

Maintenance Costs

Ongoing maintenance costs associated with the multi-use trail can also vary significantly depending on type of construction, community and municipal resources, etc. The tables at right provide a preliminary estimate of probable costs based on similar projects and trail systems:

Annual cost to maintain a ¼ mile of trail

Trail Type	Annual Cost
Concrete	$745
Asphalt	$2,168
Gravel (in non washout/flood areas)	$1,320
Gravel (in washout/flood areas)	$4,226

Source: Columbia Park & Recreation. Steve Saiita, Columbia, Missouri.

Maintenance Activity	Frequency of Each Activity	Cost of Each Activity
Bush hogging	Random	Based on an hourly rate with a min. of 4 hours = $1000.00
Portable restrooms	+/- once a week - depending on number of trail users	$100.00 to $150.00 per month
Fallen trees	Random	Minimum of $500.00 to $2,000.00
Pet stations	Monthly	$50.00 per month

Note: The unit costs above represent an average cost. The cost of each trail segment may vary signifi cantly from the data presented as planning and design progress.

SECTION E

Park Programming

"What I have learned convinces me that there is one overriding consideration for any open space program. It is, simply, that open space must be sought as a positive benefit. Open space is not the absence of something harmful; it is a public benefit in its own right, now, and should be primarily justified on this basis. "

- William Whyte, SECURING OPEN SPACE FOR URBAN AMERICA

Cherokee Park

Train tussle and pedestrian bridge that span Cherokee Lake.

Park Programming & Methodology

A major factor in the quality of community life is the quality of the community's facilities, services and amenities. Thomasville needs to plan for the funding and provision of community facilities in advance of development. It should also plan for the ongoing maintenance of facilities and, in some cases, for bringing substandard or missing facilities up to standard.

This guidebook focuses on measuring the adequacy of Thomasville's *primary* parks and recreational facilities and the proposed *Landmarks Multi-Use Trail.* The standards used to measure these parks and recreational facilities will be those developed by the *National Recreation and Parks Association* (NRPA). The NRPA recreation facility guidelines are the most recognized guide to minimum recreation facility needs within a community. The City of Thomasville at present does not have any formal guidelines in which to measure facility needs. To adequately plan for recreational facilities, Thomasville will need to identify which parks and recreational facilities are important to community quality. It must also define what constitutes "adequate" provision of community facilities and services. To determine a more accurate survey of adequacy, the City of Thomasville should conduct a thorough Park Analysis and develop a master plan to guide future decisions.

Level of Service

Level of Service (LOS) standards measure the amount (and/or quality) of the public facility which must be provided to meet that community's basic needs and expectations. LOS measures are typically expressed as ratios of facility capacity to demand by existing and projected future users. In this report, the amount of parks currently needed in a particular community will be determined by comparing the ratio of existing park acres per 1000 population to the NRPA's desired level of parks relative to population. The gap between the two ratios is the currently needed park acreage. As the community grows in population, the objective will be to provide enough additional acreage to maintain Thomasville's desired ratio of park acres to 1000 population. LOS standards are also desirable for the reasons stated below.

LOS standards serve multiple purposes:

- It provides a benchmark for evaluating existing service deficiencies citywide and in local neighborhoods.
- It also defines what new public facilities and services will be needed to support new development.
- It provides a basis for assuring that existing services are maintained as new development is served.
- It provides a benchmark for monitoring progress toward meeting growth management and public service goals.
- It can alert public officials to opportunities for improved efficiency and savings.
- It provides an opportunity for City leaders to coordinate LOS standards with neighboring jurisdictions to assure consistency.

Walking Trail in Cherokee Park

The concept of level of service (LOS) standards for parks and playgrounds was first introduced by the Playground Association of America and the National Recreation and Parks Association (NRPA) in the early 1900s. NRPA first published the National Park, Recreation and Open Space Standards in 1971, which guided park and recreation agencies throughout the major growth years of the 1970s. Over the past 30 years, the NRPA has been involved in the refinement of standards for parks, recreation, and open space. These standards are used throughout the United States; however, it should be recognized that standards such as these represent only one measure of a successful park system and a "one size fits all" approach is not appropriate for all cities. Standards do not measure the qualitative factors of a park system. For a complete analysis of a park system, both qualitative and quantitative factors should be considered. There are two basic sets of standards or benchmarks used by the NRPA for park system evaluation which are informative:

- Park classifications – classifications based on park use and function, including geographic and population service guidelines.
- Recreation facility guidelines – guideline for minimum facility needs based on population or area.

Population

Future demand for parkland and facilities is based on comparing projected populations with recognized level of service standards and responding to changing trends. Park and recreation needs are also related directly to the characteristics of a city's population (*Table 1*).

Park Classifications

To quantify the service area of parks, it is first necessary to categorize each park. The NRPA classifies parks into four categories. Parks are categorized based upon size and use. Once parks are categorized, the appropriate service area is defined and applied. The service area is the number of residents within a specified distance (by mile) to the park. Park classifications are intended to act as a general guide to park planning, acquisition, and use. A summary of each park classification is provided in *Table 2*.

Table 1 - Population of Thomasville

Population by Age	2000 Number	2000 Percent	2010 Number	2010 Percent	2015 Number	2015 Percent
0 - 4	1,285	7.10%	1,344	7.20%	1,316	7.00%
5 - 9	1,272	7.00%	1,284	6.80%	1,274	6.80%
10 - 14	1,437	7.90%	1,268	6.70%	1,323	7.00%
15 - 19	1,399	7.70%	1,292	6.90%	1,244	6.60%
20 - 24	1,059	5.80%	1,201	6.40%	1,150	6.10%
25 - 34	2,223	12.20%	2,294	12.20%	2,365	12.60%
35 - 44	2,640	14.50%	2,222	11.80%	2,097	11.20%
45 - 54	2,281	12.60%	2,613	13.90%	2,357	12.50%
55 - 64	1,626	9.00%	2,176	11.60%	2,340	12.50%
65 - 74	1,394	7.70%	1,392	7.40%	1,658	8.80%
75 - 84	1,072	5.90%	1,086	5.80%	1,046	5.60%
85+	474	2.60%	625	3.30%	619	3.30%
Total Population	**18,162**		**18,797**		**18,789**	

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2010 and 2015. Data provided through the use of ESRI Business Analyst, ©2010 ESRI.

Table 2 - NRPA Park Classifications

CLASSIFICATION	GENERAL DESCRIPTION	SIZE	SERVICE AREA	DESIRABLE SITE CHARACTERISTICS, FACILITIES, AND PURPOSE	THOMASVILLE PARKS IN CATEGORY
Mini Park / Playlot	Address limited, isolated or unique recreational and aesthetic needs. Serve as a recreational and beautification space where acquisition of larger parks is not possible. These beautification areas are landscaped areas along natural features, travel ways, community gateways and plazas. These types of facilities usually consist of landscaping and reflective benefits.	2500 sq. ft to 1 Acre (3 Acres Max.)	1/4 Mile	Generally include a play area for young children, benches and small picnic facilities, highlight beautiful features (i.e. community flower bed, mature tree), and/or historic and cultural sites.	Flipper Park Victoria Place Bruce Park
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreational and social purpose. Focus in on informal recreation.	5+ Acres 8-10 Acres Preferred (3 Acres Min.)	1/2 Mile Uninterrupted by major roads and other physical	Serve the surrounding neighborhoods with open space and facilities such as basketball courts, children's play equipment and picnic tables.	MacIntyre Park
Community Park	Serves a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs as well as preserving unique landscapes and open spaces.	40+ Preferred (20 Acres Min.)	1 Mile	Easily accessible to nearby neighborhoods and other neighborhoods. Intended for all ages. Usually includes areas of natural or ornamental quality for walking, bicycling, viewing, sitting, or picnicking. Often includes a playlot.	Northside Park Wesson Park Paradise Park Balfour Park Cherokee Park Cassidy Park
Regional Park	Consolidates programmed adult and youth athletic fields and associated facilities. Tournament-level facilities are appropriate.	40+ Acres (20 Acre Min.) 40-80 Acres Preferred	Citywide (5 Miles Typical)	Emphasis on facilities for organized and individual sports. Usually includes lighted athletic fields and areas for court games.	Remington Park

Park Classifications

The NRPA also sets standards for the acres of each park classification per 1000 people. Based upon the City's population (Table 1) and "Parks in Category" from *Table 2*, *Table 3* summarizes the total acres of each park classification, the calculated park acreage per 1000 people of each classification as compared to NRPA standards, and the total park acres per 1000 people.

Table 3 - Park Inventories & LOS by Classification

CLASSIFICATION	QUANTITY	TOTAL ACRES	*NRPA STANDARD ACRES / 1000*	PARK ACRES / 1000 2000	2010	2015
Mini-Parks / Playlots	3	5.37	*0.1 to 0.3 Acres*	0.30	0.29	0.29
Neighborhood Parks	1	14.75	*1 to 2 Acres*	0.81	0.78	0.79
Community Parks	6	180.84	*5 to 8 Acres*	9.96	9.62	9.62
Regional Parks	1	105.20	*5 to 10 Acres*	5.79	5.60	5.60
TOTALS	**11**	**306.15**				

As *Table 3* depicts, the City currently meets NRPA standards in the Mini Park / Playlot and Regional Park classifications. It is slightly deficient in the Neighborhood Park classification. Concern for this deficiency is reduced due to the excess park land in the Community Park classification and the overlap of park service areas.

Citywide Park Land Analysis

A graphic analysis of park service areas, see *Figure 1*, illustrates 77.43% service coverage by Mini-Parks, Neighborhood Parks, and Community Parks combined. The remaining 22.57% is serviced only by Regional Parks (Remington Park). An in-depth inventory and analysis is provided for each park's service area in the *Park Specific Analysis* of this guidebook.

An additional measure of sufficient park lands is to compare total park land acres per 1,000 residents for the entire City. The City currently has over 16 acres of park land per 1,000 residents, which exceeds the 10 acres per 1,000 residents recommended by the NRPA. Additionally, the City's park acreage is projected to remain above 16 acres per 1,000 residents through 2015.

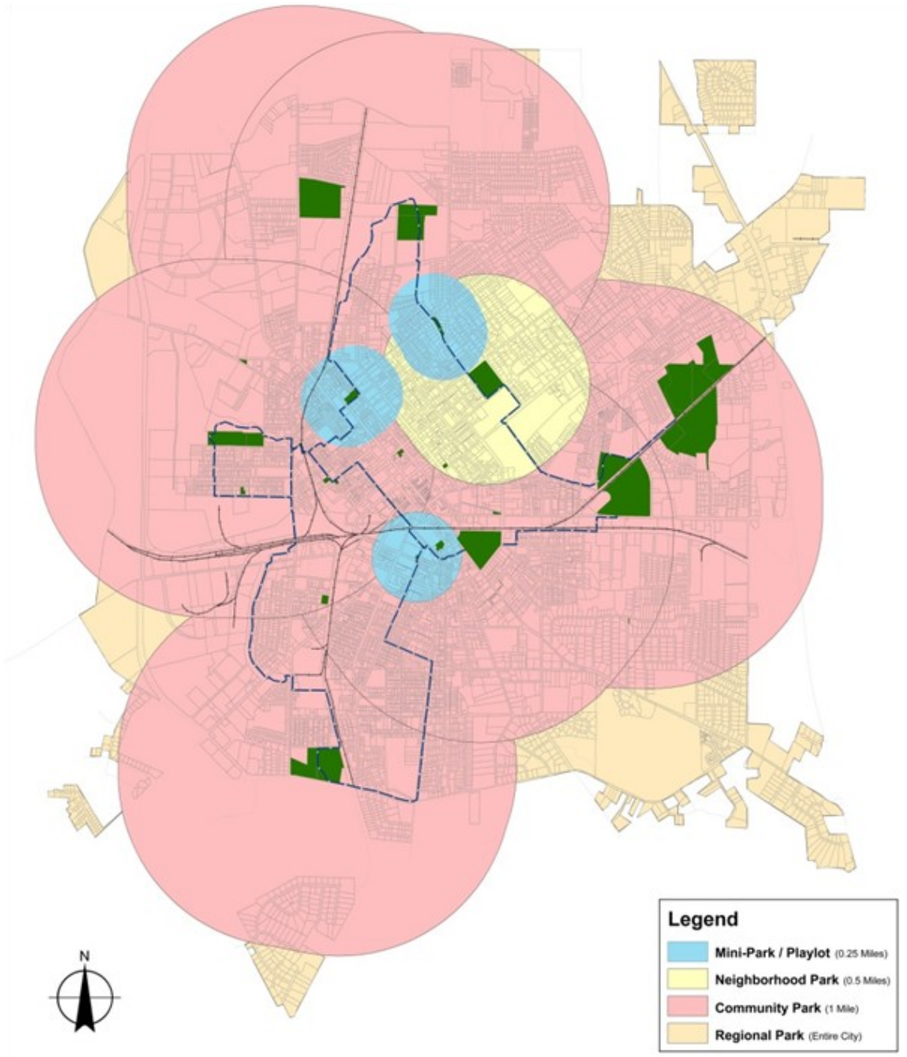


Figure 1: Service Areas by Park Classification

A graphic representation of park service areas by NRPA park classifications.

Recreational Facilities & Amenities

The NRPA also has established guidelines for recreational facilities and amenities. These guidelines detail the area needed, orientation, parking requirements, and the recommended number of each activity as it relates to population (see *Table 4*). The guidelines presented in *Table 4* are a modified version of standards prepared by the NRPA in 1990. The NRPA standards have been modified to take into account existing recreational amenities only (sports such as lacrosse, field hockey, etc. have been removed) and to estimate parking needs for amenities not provided by the NRPA. Applying the NRPA standards in *Table 4* to the population (*Table 1*) and comparing it with park inventories reveals potential areas for improvement. The analysis provided in *Table 5*, summarizes the current inventories and shows how the recreational needs of the City are projected to change over time.

Table 4 - NRPA Recreation Guidelines

ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	LOCATION NOTES	RECOMMENDED PARKING PER ACTIVITY / FACILITY
Basketball	2400-3036 sq. ft.	46-50'x84'	Long axis north-south	1 per 5000	Usually in school, recreation center or church facility. Safe walking or bike access.	6 Per Court
1. Youth	5040-7280 sq. ft.	50'x84'				
2. High School						
3. Collegiate	5600-7980 sq. ft.	50'x94'				
Tennis	Minimum of 7,200 sq. ft. single court (2 acres for complex)	36'x78'. 12' clearance on both sides; 21' clearance on both ends.	Long axis north –south	1 court per 2000	Best in batteries of 2-4. Located in neighborhood/community parks or adjacent to schools	2 Per Court
Volleyball	Minimum of 4,000 sq. ft.	30'X60'. Minimum 6' clearance on all sides	Long axis north-south	1 per 5000	Same as other court activities (e.g. basketball)	6 Per Court
Baseball	3.0-3.85 ac. minimum	Baselines – 90' Pitching distance 60 ½' foul lines – min. 320' Center field – 400'+	Locate home plate to pitcher throwing across sun and batter not facing it. Line from home plate through pitchers mound run east-north-east.	1 per 5000	Part of neighborhood complex. Lighted fields part of community complex.	20 Per Diamond
1. Official		Baselines – 60'		Lighted 1 per 30,000		
2. Little League	1.2 ac. minimum	Pitching distance – 46' Foul lines – 200' Center field – 200' – 250'				
Football	Minimum 1.5 ac.	160' x 360' with a minimum of 6' clearance on all sides.	Same as field hockey.	1 per 20,000	Usually part of baseball and soccer complex in community park or adjacent to high school.	10 Per Field
Soccer	1.7 – 2.1 ac.	195' to 225'x330' to 360' with a minimum 10' clearance all sides.	Same as field hockey.	1 per 10,000	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.	10 Per Field
¼ Mile Running Track	4.3 ac.	Overall width – 276' Length – 600.02' Track width for 8 to 4 lanes is 32'.	Long axis in sector from north to south to north-west-south-east with finish line at northerly end.	1 per 20,000	Usually part of high school, or in community park complex in combination with football, soccer, etc.	4 Track
Softball	1.5 to 2.0 ac.	Baselines – 60 ' Pitching distance - 46' (men) 40' (women) Fast Pitch Radius from Plate – 225' Slow Pitch 275' (men) 250' (women)	Same as baseball	1 per 5,000 (if also used for youth baseball)	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.	15 Per Diamond
Trails	N/A	Well defined head maximum 10' width, maximum average grade is 5% not to exceed 15%.	N/A	1 system per region	Capacity rural trails – 40 hikers/day/mile. Urban trails – 90 hikers/day/mile.	25 At Each Trailhead
Golf	50-60 ac.	Average lengths vary 600-2700 yds.	Majority of holes on north-south axis			8 Per Green* or or 1 / Practice Tee
1. Par 3 (18 hole)	Minimum 50 ac.	2250 yards - average length		1/25,000	18 hole course can accommodate 500-550 people/day.	72 Per Course*
2. 9-hole standard					9 hole course can accommodate 350 people/day.	72 Per Course
3. 18-hole standard	Minimum 110 ac.	6500 yards - average length		1/50,000	Course may be located in community or district park, but should not be over 20 miles from population center.	144 Per Course
Swimming Pools	Varies on size of pool and amenities. Usually ½ to 2 ac. site.	*Teaching* - minimum of 25 yards x 45' even depth of 3 to 4 ft. *Competitive* – minimum of 25 m x 16 m. Minimum of 27 square feet of water surface per swimmer. Ratios of 2:1 deck vs. water.	None-although care must be taken in siting of lifeguard stations in relation to afternoon sun.	1 per 20,000 (Pools should accommodate 3 to 5% of total population at a time.)	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community park or school site.	90 Per Pool
Dog Park	Varies on size of dog park.	N/A	N/A	1 ac. per 25,000	N/A	2 Per Acre
Playground Area	Size to accomidate safe fall zones.	N/A	N/A	N/A	Locate in openly visible area & away from vehicular movement in a shaded area (or provide shade structures).	3 Per Structure
Single Play Structures	Provide for safe fall zones.	N/A	N/A	N/A	N/A	0.5 Per Structure
Swiing Sets	Provide for safe fall zones.	N/A	N/A	N/A	N/A	2 Per Structure
Indoor Gym	N/A	N/A	N/A	N/A	Centrally located, easily accessible.	60 Per Structure
Multi-Purpose Field	9, 840 sq. ft.	120' x 80'	Long axis of courts with *primary* use is north-south	N/A	N/A	25 Per Structure
Picnic Areas	N/A	N/A	N/A	N/A	N/A	1 Per Area (Table)
Pavillion	N/A	N/A	N/A	N/A	N/A	2 Per Pavillion

Sources: National Recreation and Parks Association; and Smith & Associates.

Recreational Facilities & Amenities

Future demand for facilities is based on comparing projected populations with recognized level of service standards and responding to changing trends. Although these inventories do not include School Parks, Thomasville University, or YMCA facilities, *Table 5* is provided to raise awareness and provide general guidance to potential areas that may need to be addressed. It would be pertinent for a complete study to include all facilities available to area residents.

It is also important to note that the results shown in *Table 5* are solely based upon NRPA standards and do not take into account the interests of residents (sport preference).

Table 5 - Citywide Recreational Facilities & Amenities Summary

	NRPA Rec. (1/1000)	Current Inventory	2010		2015		Build-Out	
			NRPA Rec.	Surplus (Deficiency)	NRPA Rec.	Surplus (Deficiency)	NRPA Rec.	Surplus (Deficiency)
Baseball Fields (game)	5,000	9	3.76	5.24	3.76	5.24	6.25	2.75
Baseball Fields (practice)	10,000	9	1.88	7.12	1.88	7.12	3.13	5.87
Softball Fields (game)	5,000	6	3.76	2.24	3.76	2.24	6.25	(0.25)
Softball Fields (practice)	10,000	6	1.88	4.12	1.88	4.12	3.13	2.87
Soccer Fields (game)	5,000	3	3.76	(0.76)	3.76	(0.76)	6.25	(3.25)
Soccer Fields (practice)	10,000	3	1.88	1.12	1.88	1.12	3.13	(0.13)
Basketball Courts (outdoor)	5,000	5	3.76	1.24	3.76	1.24	6.25	(1.25)
Football	20,000	3	0.94	2.06	0.94	2.06	1.56	1.44
Playgrounds	2,500	6	7.52	(1.52)	7.52	(1.52)	12.51	(6.51)
Tennis Courts	2,000	2	9.40	(7.40)	9.39	(7.39)	15.64	(13.64)
Sand Vollyball	7,500	0	2.51	(2.51)	2.51	(2.51)	4.17	(4.17)
Indoor Gym	20,000	3	0.94	2.06	0.94	2.06	1.56	1.44
Swimming Pool	20,000	0	0.94	(0.94)	0.94	(0.94)	1.56	(1.56)
Pavillions	2,000	20	9.40	10.60	9.39	10.61	15.64	4.36
Dog Park	25,000	2	0.75	1.25	0.75	1.25	1.25	0.75

A more thorough evaluation would be to include resident opinions and interests. In other municipalities, community leaders have utilized the following methods to learn resident's preferences:

- Internet
- Workshops
- Community Television
- Public Meetings
- A Citizens' Task Force or Advisory Committee
- Surveys or Interviews (formal or informal)
- Round Table Discussions or Focus Groups

Methods like these will allow the City of Thomasville to transform recreation "wants" (e.g., field hockey, lacrosse, etc.) into "needs". Recreation needs are also related directly to the characteristics of a City's population. For example, areas with more young children require outdoor recreation opportunities close to home and within comfortable walking distance. Areas with older populations can benefit from having passive open spaces located near residential areas, community centers, and transit to accommodate senior activities. Balance of parks and facilities is necessary to accommodate the population mix. Because of changing demographics over time, facilities need to be flexible enough to meet changing demands for services.

Cherokee Lake

A view across Cherokee Lake with the Thomas County Justice Center in the distance.

Park Specific Analysis

This portion of the Thomasville Park Programming Guidebook focuses on a more in-depth park analysis. Descriptions, LOS analyses, amenity inventories, parking needs, and recommendations have been compiled for each park.

The City of Thomasville has set a goal of providing a minimum LOS of 2 acres per 1,000 residents within park service areas. The purpose of a park-scaled Level of Service (LOS) analysis is to find whether or not each park meets the City's defined minimum LOS in each park's respective service area.

Park inventories not only provide the data used to analyze citywide recreational facilities, but also to rate the condition of these facilities. Park-level inventories also consider furnishings and infrastructure, as well as the condition of each. It also aids in developing, based upon National Recreation and Parks Association (NRPA) parking recommendations found in *Table 4*, the parking needs at each park as it compares to existing parking areas.

Park recommendations given are based upon field investigations, inventories, and the professional opinion of Smith & Associates.

Paradise Park

Panoramic view of one of the many "azalea promenades" in Paradise Park.

Paradise Park

Paradise Park is the "centerpiece" park of Thomasville and is included in the National Register of Historic Places. The 23.26-park was acquired by the city in 1889 through purchase from the heirs of S. Alex Smith. The park is a focal point in the life of the community. Historically, the park was a favorite recreational point for Thomasville's many winter visitors from the North, and was first referred to as "Yankee Paradise". It was later renamed "Paradise Park". Promotional literature of the period cites it as one of the City's most outstanding attractions. In the many years since its establishment, Paradise Park has been, and continues to be, a significant part of the aesthetic and social fabric of the community.

Paradise Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Paradise Park is classified as a Community Park and has a service area of 1 mile. *Figure 2* illustrates the one mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Paradise Park's service area.

Paradise Park Service Area Analysis

Table 6 - Paradise Park Service Area LOS Summary

Zoning	R-1A	R-1	R-1CU	R-1-LU	R-2A-LU	R-2	R-2-LU	R-TH	TND	C-1A	C-1A-L	C-1	C-1-L	C-2	M	Total
Acreage	20.51	72.6	0	0.0067	1.046	12.32	0.55	0.55	13.05	1.4	0.24	13.98	0.2	13.06	26.6	**176.11**
Min Lot	15000	7500	7500	7500	6000	6000	6000	5445	6000	6000	6000	6000	6000	6000	N/A	
Lot Den	59.56	421.66	38.00	0.04	7.59	89.44	3.99	4.40	94.74	10.16	1.74	101.49	1.45	94.82		**929.10**
Build Out	147.12	1041.50	93.86	0.10	18.76	220.92	9.86	10.87	234.02	25.11	4.30	250.69	3.59	234.19		**2294.88**

	2009	2014	Build Out
Population	7043	6871	9337.88
Park Acreage	23.26	23.26	23.26
Park's Current LOS	3.30	3.39	2.49
Acre Excess (Deficiency)	9.17	9.52	4.58

Total Park Ac. Needed to Meet LOS	14.09	13.74	18.68
LOS Target Analysis	Exceeded	Exceeded	Exceeded

Table 6 is a summary of applying the population in Paradise Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 2*. The compilation of this information when compared to the park's acreage finds that Paradise Park has a current LOS of 3.30 acres per 1,000 residents within the service area, which exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will also continue to be exceeded through the projected build-out projections.

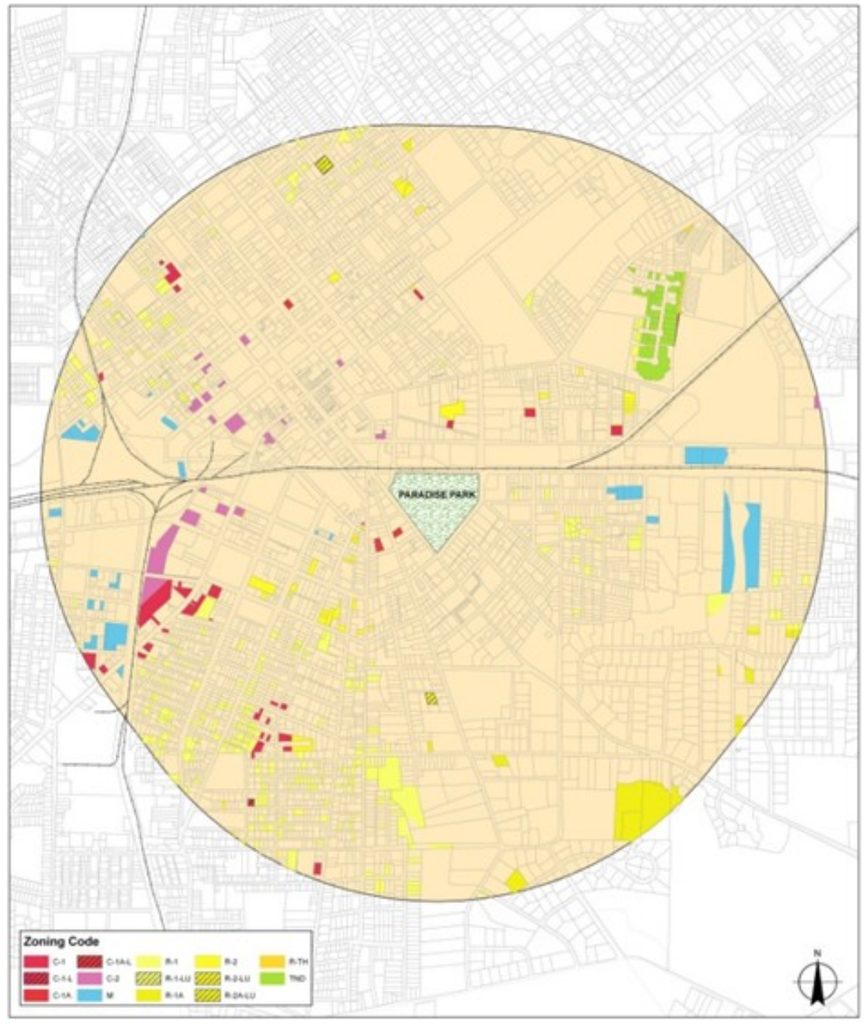


Figure 2: Paradise Park Service Area & Developable Lands

Paradise Park Inventory

Table 7 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Paradise Park. This information was provided by the City of Thomasville for analysis. Most elements were rated in fair or good condition.

Table 7 - Inventory of Paradise Park

		FURNISHINGS						INFRASTRUCTURE					RECREATIONAL ELEMENTS																
		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool
Paradise Park								*	**													***							
CONDITION	Excellent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Good	-	5		16	-	-	-	-	-	5	-	-	-	-	-	-	-	-	2	5	15	-	-	-	-	-	-	-
	Fair	6	-	15	-	-	-	36	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-
	Poor	-	-	5	5	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Count		6	5	20	21	0	0	36	1	1	5	0	0	0	0	0	0	0	0	2	5	19	0	0	0	0	0	0	0

NOTES
*unpaved parking no striping
**walkway around bandstand
*** total number of swings

Figure 3 - Parking Summary for Paradise Park

Parking Inventory	36.00
Parking Needed	77.50
Excess (Deficiency)	**(41.50)**

Paradise Park Recommendations

The historic nature and prominence of Paradise Park makes it particularly crucial to make subtle but vital improvements over time. Of particular concern are the safety issues discovered during field investigations. *Photograph 1* illustrates that the park perimeter has become overgrown due to efforts to preserve the park. It is important to maintain the park perimeter so that passersby can easily view the park's interior. A clear perimeter will not only improve safety, but also enhance park aesthetics.

Photograph 1

Photograph 2 shows the exposed edge of sidewalks which is a safety concern and potential liability. There are also numerous areas in the park where the grade is not level and would benefit from topdressing with sand. Both of these issues are due to the highly erodible sandy soils in the region. Future erosion can be prevented by grassing once the ground has been leveled. Topdressing then sodding / sprigging will need to be performed in a careful manner so as to not damage exposed tree roots.

Photograph 2

The azalea promenades shown in *Photograph 3* are a very unique aspect to Paradise Park. These areas also have uneven surfaces and make it difficult for those in wheel chairs or pushing strollers to navigate through the park. Because these areas will continue to receive heavy pedestrian traffic, a turf surface would be unsuitable. Instead, it would be more beneficial to install a permeable, smooth surface such as crusher- run lined with brick. Improvement to the promenades surfaces will increase accessibility, safety, ease of use, and aesthetics.

Photograph 3

Photograph 4 shows the use of vehicular-scaled lights mounted on utility poles to illuminate pedestrian areas. This is a safety as well as an aesthetic concern. Lights meant to illuminate areas to be used by pedestrians should be done with pedestrian-scaled lighting. A light much like the lamp post in front of Thomasville's Museum of History (see *Photograph 6*) would be appropriate in scale, use, and historic application – possibly lining the azalea promenades. Alternately, moonlighting cast down from the park's trees may be more a more acceptable approach than lamp posts. The goal should be to sufficiently illuminate pedestrian areas while preserving the historic nature of the park.

Other minor issues exist such as the need to repair the park sign located in the southeast corner (see *Photograph 5*). This sign is obscured by plant material (see *Photograph 1*) and would benefit from the removal of these plants. This sign (*Photograph 5*) would be more easily read if evergreen plant material were used as a backdrop. This is well demonstrated with the sign located in the northeast corner. A detailed planting plan of the entrance signage is recommended.

An additional aesthetic concern is the overhead utility lines through the park (see *Photograph 3*). It would be beneficial to bury these lines and remove the utility poles.

As stated before, Paradise Park is the "centerpiece" park of Thomasville with great historic significance. It is strongly recommended that Thomasville commission a professional firm to create a detailed master plan of the park that incorporates the above recommendations with input from the City and its residents. The master plan should also address the placement / rearrangement of existing park elements (i.e. pavilions, benches, picnic tables, grills, etc.), parking improvements, and the potential need for restroom facilities.

Photograph 4

Photograph 6

Photograph 5

Flipper Park

Flipper Park is named after Lt. Henry O. Flipper (21 March 1856–3 May 1940) who was an American soldier and the first African American cadet to graduate from the United States Military Academy at West Point. The archway (*Photograph 7*) into the park is thought to be an old entry point to the adjacent (across North Broad Street) historic cemetery.

Photograph 7

Flipper Park is a 2.35-acre park bordered by Broad, Jerger, Crawford and Walcott Street. Current amenities include a swing set and other playground equipment, a basketball court, utility lighting, and a picnic pavilion. A small creek bisects the park extending midblock from Jerger Street to the northwest corner at Walcott & Broad Street. Como Place (Park Alley) is an unpaved, public street extending through the park from Walcott to Jerger Street providing access to one home. Unpaved parking is demarcated along Broad Street with concrete balusters. Primary land uses surrounding the park includes single family residential, a historic cemetery, and a commercial corridor along Broad Street.

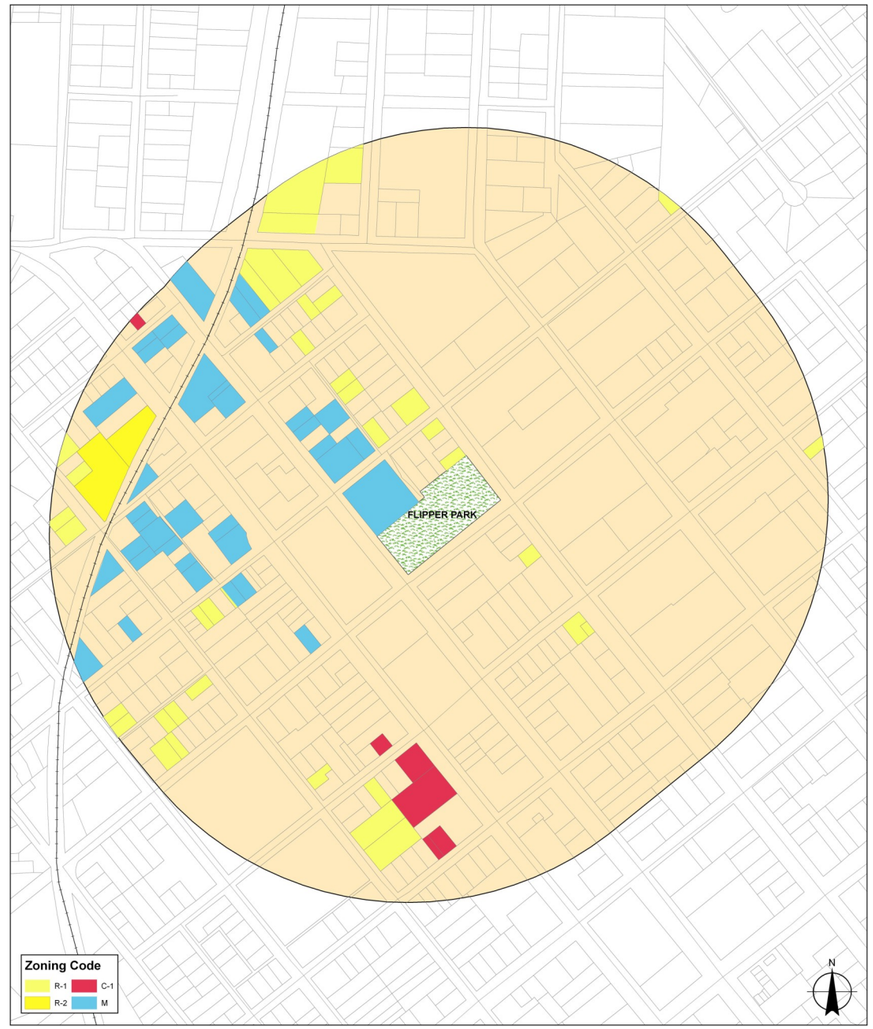


Figure 6: Flipper Park Service Area & Developable Lands

Flipper Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Flipper Park is classified as a Mini-Park / Play Lot and has a service area of ¼ mile. *Figure 6* illustrates the quarter-mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Flipper Park's service area.

Table 10 is a summary of applying the population in Flipper Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 2*. The compilation of this information when compared to the park's acreage finds that Flipper Park has a current LOS of 3.26 acres per 1,000 residents within the service area, which exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

Table 10 - Paradise Park Service Area LOS Summary

Flipper Park Service Area Analysis

Zoning	R-1	R-1CU	R-2	C-1	M	Total
Acreage	7.42	0	1.45	1.4	7.76	**18.03**
Min Lot	7500	7500	6000	6000	N/A	
Lot Den	43.10	38.00	10.53	10.16		**101.79**
Build Out	106.45	93.86	26.00	25.11		**251.41**

	2009	2014	Build Out
Population	721	710	972.41
Park Acreage	2.35	2.35	2.35
Park's Current LOS	3.26	3.31	2.42
Acre Excess (Deficiency)	0.91	0.93	0.41

Total Park Ac. Needed to Meet LOS	1.44	1.42	1.94

LOS Target Analysis	Exceeded	Exceeded	Exceeded

Table 11 - Inventory of Flipper Park

		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	NOTES
Flipper Park								*																						
CONDITION	Excellent	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*unpaved parking no striping (estimate)
	Good	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Fair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	
	Poor	-	-	-	-	-	-	10	-	1	-	-	-	1	-	-	-	-	-	1	3	-	-	-	-	-	-	-	-	
Total Count		0	1	1	1	0	0	10	0	1	0	0	0	1	0	0	0	0	0	1	3	6	0	0	0	0	0	0	0	

Inventory of Flipper Park

Table 11 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Flipper Park. This information was provided by the City of Thomasville for analysis. Most of the elements were rated in fair or poor condition.

Parking for Flipper Park

The existing parking area for Flipper Park is located along Broad Street. This parking has a 90-degree orientation and is not marked. It is estimated that 10 vehicles can park in this area. *Figure 7* is a parking summary for Flipper Park.

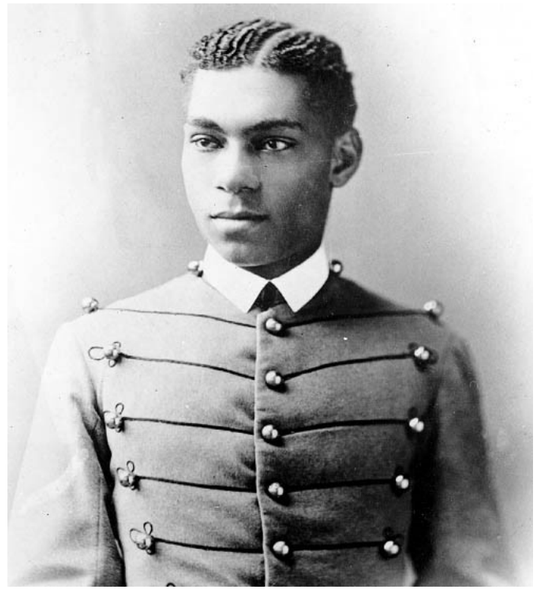
Figure 7 summarizes the number of existing parking in the park and compares it to the amount of parking spaces recommended by the NRPA. When compared to the NRPA standards, the existing parking is deficient by 24 spaces.

Recommendations / Analysis

Flipper Park is a small, historic park. Due to its size, small changes would make significant park improvements. As illustrated in *Photograph 7*, the park entrance could be improved. The archway and associated concrete bollards are in need of repair and painting. These elements could also be rearranged to create a more significant point of entry complemented with plantings and walkways. Much of the recreational elements of the park are also in a state of disrepair. The basketball court should be resurfaced and the goals replaced. Existing play structures should be repaired or replaced. It is preferable that a new prefabricated play set be installed with a soft surface underneath

The park could also be improved with the planting of large shade trees in strategic areas – particularly along Broad Street. Portions of the park could be improved with leveling. The uneven surface could be a safety hazard to children and elderly visitors. The creek area is overgrown and should be cleaned of underbrush and the trees limbed up to improve views across the park. It would also be beneficial to install a walking trail and pedestrian bridge across the creek to physically connect the park.

Smith & Associates also recommends increasing the parking capacity to the NRPA standards, as space and terrain will allow. It would be particularly beneficial to improve the parking surface and vehicular circulation at it relates to the park and the surrounding streets. It is recommended that only parallel parking be allowed along Broad Street. The spaces should be arranged so that vehicles parked along Broad Street do not block views into the park or require the driver to back onto Broad to exit. Additional parking should be on-street along Walcott Street, Crawford Street, and Jerger Street. These spaces should be parallel or 60-degree parking with treed islands.



Cadet Henry O. Flipper USMA Class of 1877

Figure 7 - Parking Summary for Flipper Park

Parking Inventory	10.00
Parking Needed	23.50
Excess (Deficiency)	**(13.50)**

Remington Park

Remington Park serves as the City's only Regional Park and is currently the largest park in Thomasville. The park is 105 acres and has facilities for baseball, softball, football, and basketball. It is regularly used to host tournaments by various groups. One of those groups, the YMCA, has a newly constructed facility adjacent to the park.

Remington Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Remington Park is classified as a Regional Park and its service area is the entire City of Thomasville. *Figure 8* illustrates the citywide service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Remington Park's service area.

Table 12 is a summary of applying the population in Remington Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 8*. The compilation of this information when compared to the park's acreage finds that Remington Park has a current LOS of 5.60 acres per 1,000 residents within the service area, which exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

Remington Park Service Area Analysis

Table 12 - Remington Park Service Area LOS Summary

Zoning	A	R-1A	R-1A-CD	R-1	R-1CU	R-1-LU	R-2A	R-2A-LU	R-2	R-2-CD	R-2-LU	R-TH	TND	M.H.	C-1A	C-1A-L	C-1	C-1-L	C-2	C-2-CU	M	M-L	Total
Acreage	76.17	153.38	0.68	323.47	0	0.009	0.007	2.914	47.52	41.63	84.49	2.79	13.04	5.37	1.14	0.25	73.29	0.2	63.44	4.3	382.7	11.8	**1288.59**
Min Lot	15,000	15,000	15,000	7,500	7,500	7,500	6,000	6,000	6,000	6,000	6,000	5445	6000	7500	6000	6000	6000	6000	6000	6000	N/A	N/A	
Lot Den	221.20	445.42	1.97	1878.71	38.00	0.05	0.05	21.16	345.00	302.23	613.40	22.32	94.67	31.19	8.28	1.82	532.09	1.45	460.57	31.22			**5050.79**
Build Out	546.36	1100.18	4.88	4640.42	93.86	0.13	0.13	52.25	852.14	746.52	1515.09	55.13	233.84	77.04	20.44	4.48	1314.25	3.59	1137.62	77.11			**12475.44**

	2009	2014	Build Out
Population	18,799	18,789	31,274.44
Park Acreage	105.2	105.2	105.2
Park's Current LOS	5.60	5.60	3.36
Acre Excess (Deficiency)	67.60	67.62	42.65
Total Park Ac. Needed to Meet LOS	37.60	37.58	62.55
LOS Target Analysis	Exceeded	Exceeded	Exceeded

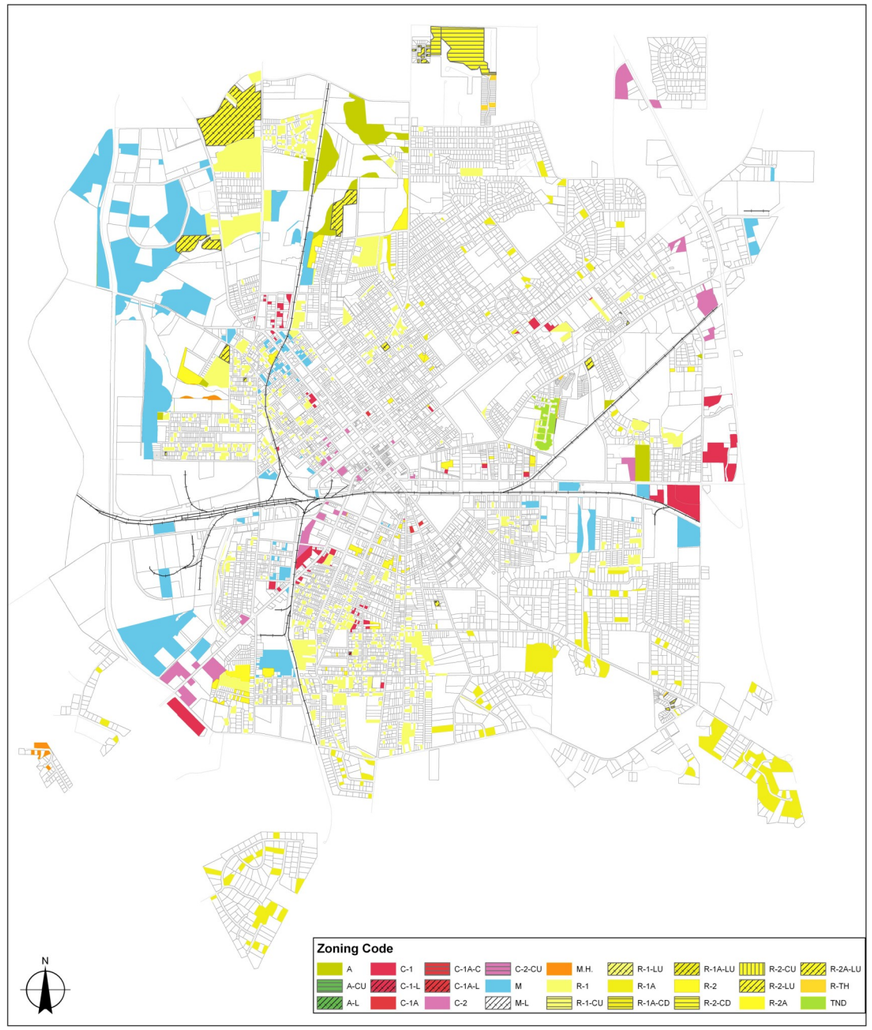


Figure 8: Remington Park Service Area & Developable Lands

Inventory of Remington Park

Table 13 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Remington Park. This information was provided by the City of Thomasville for analysis. Most of the elements were rated in good to excellent condition.

Table 13 - Inventory of Remington Park

Remington Park		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	NOTES
CONDITION	Excellent	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	3	2	7	6	-	* (3) T-Ball Fields not included.
	Good	27	-	1	2	-	-	865	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOTE: (1) Skate Area in Park.
	Fair	42	-	63	5	-	-	-	-	-	2	3	-	-	-	-	-	-	-	-	-	3	3	-	-	-	-	-	-	
	Poor	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Count		69	0	73	7	0	0	865	0	0	3	3	0	1	0	0	0	0	0	0	0	3	3	1	3	2	7	6	0	

Parking for Remington Park

The existing parking area in Remington Park is well in excess of NRPA standards. As shown in *Figure 9*, the park has 355 more parking spaces than recommended by the NRPA.

Recommendations / Analysis

Remington Park is a large park. Due to its size and the area it serves, a large volume of vehicles are required to enter / exit the park in large numbers. Currently, all park traffic enters / exits via Remington Avenue and a two-laned, non-signalized intersection. The Remington Avenue entrance would be improved by converting it to a signalized or roundabout intersection. The City of Thomasville currently has plans underway that will significantly reduce the demands on the Remington Avenue entrance - a new entrance to the park on East Pinetree Boulevard.

Due to the importance of Remington Park and its location on the proposed multi-use trail, Smith & Associates recommends that an area of the park be a dedicated trailhead. This trailhead would serve as a terminus to Remington Pass. A trailhead in Remington Park gives users a place to park and enter the multi-use trail system. It will also provide an arrival point for those coming to Remington Park on the multi-use trail. *Figure 10* illustrates the proposed conceptual trailhead design.

Figure 9 - Parking Summary for Remington Park

Parking Inventory	865.00
Parking Needed	510.00
Excess (Deficiency)	**355.00**

Figure 10: Proposed Conceptual Trailhead at Remington Park

The proposed multi-use trail connects Remington Park to Cherokee Park via "Remington Pass". This connection was found to be important to the citizens of Thomasville during public presentations of this project. Remington Pass can also serve as a detour to the state designated bicycle route which is currently along Remington Avenue. Once the proposed multi-use trail system is built, bicyclist will have the option to travel the multi-use trail (north or south loop) thereby bypassing Remington Avenue. It is a less direct route through Thomasville, but will provide an alternative landmark tour for bicycling enthusiasts.

These items – the East Pinetree Boulevard entrance, pedestrian / bicycle access via Remington Pass, and state bicycle route detour – all work together to improve user access to Remington Park and reduce traffic flow on Remington Avenue.

Cherokee Park

Cherokee Park is quite possibly the most popular park in Thomasville. The most popular aspect of the park is the concrete walking trail that surrounds and crosses the 16-acre pond. This 57-acre park also has unique attractions such as the Thomasville Rose Garden, the historic remains of a lumber mill, and an elevated railroad crossing over the lake.

Cherokee Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Cherokee Park is classified as a Community Park and its service area is one mile. *Figure 11* illustrates the one mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Cherokee Park's service area.

Table 14 is a summary of applying the population in Cherokee Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 11*. The compilation of this information when compared to the park's acreage finds that Cherokee Park has a current LOS of 9.17 acres per 1,000 residents within the service area, which far exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

Cherokee Park Service Area Analysis

Table 14 - Cherokee Park Service Area LOS Summary

Zoning	A	R-1A	R-1	R-1CU	R-2A	R-2A-LU	R-2	R-2-CD	R-2-LU	R-TH	TND	C-1A	C-1	C-1-L	C-2	M	Total
Acreage	13.39	18.02	36.98	0	0.007	1.57	7.05	0.18	0.004	0.55	13.05	0.83	46.2	0.2	12.14	33.95	**184.12**
Min Lot	15000	15000	7500	7500	6000	6000	6000	6000	6000	5445	6000	6000	6000	6000	6000	N/A	
Lot Den	38.88	52.33	214.78	38.00	0.05	11.40	51.18	1.31	0.03	4.40	94.74	6.03	335.41	1.45	88.14		**938.13**
Build Out	96.04	129.26	530.51	93.86	0.13	28.15	126.42	3.23	0.07	10.87	234.02	14.88	828.47	3.59	217.70		**2317.18**

	2009	2014	Build Out
Population	6250	6218	8567.18
Park Acreage	57.32	57.32	57.32
Park's Current LOS	9.17	9.22	6.69
Acre Excess (Deficiency)	44.82	44.88	40.19

Total Park Ac. Needed to Meet LOS	12.50	12.44	17.13
LOS Target Analysis	Exceeded	Exceeded	Exceeded

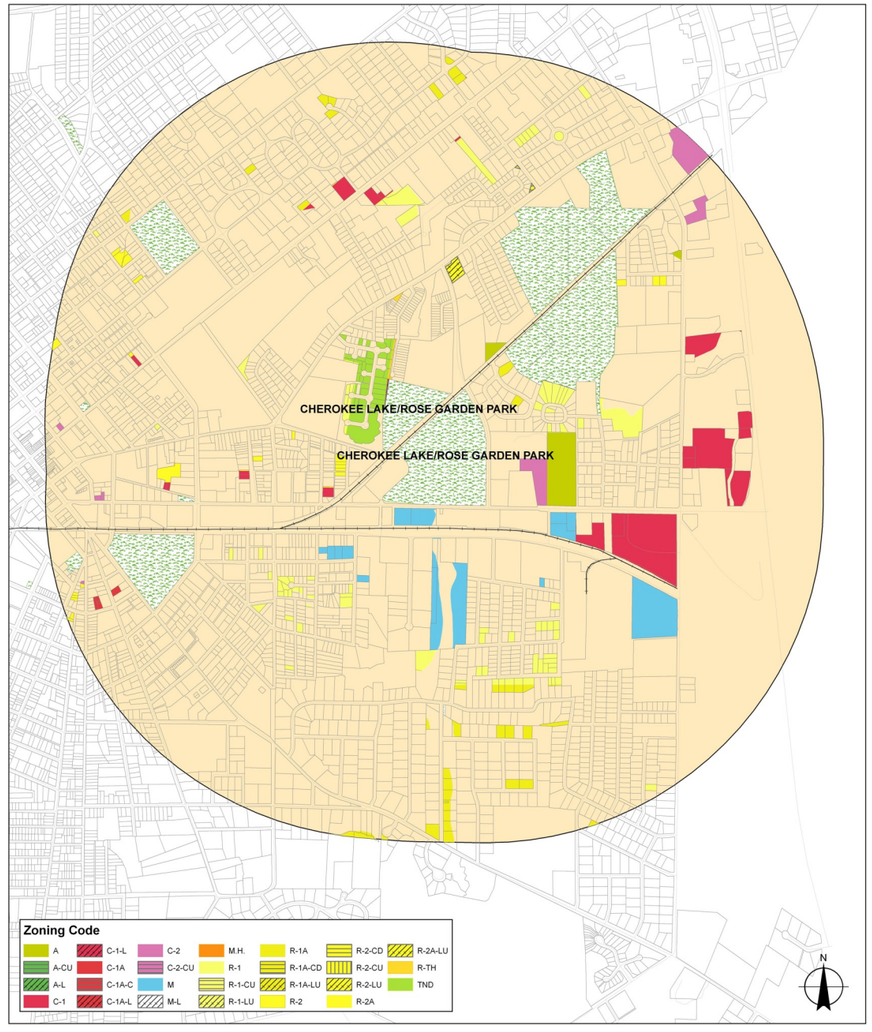


Figure 11: Cherokee Park Service Area & Developable Lands

Inventory of Cherokee Park

Table 15 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Cherokee Park. This information was provided by the City of Thomasville for analysis. With the exception of parking, most elements were rated in good to excellent condition.

Table 15 - Inventory of Cherokee Park

		FURNISHINGS						INFRASTRUCTURE					RECREATIONAL ELEMENTS																	
		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	
Cherokee Lake Park		*						**	***				***																**NOTES**
CONDITION	Excellent	67	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	* newly installed decrotive lighting
	Good	-	18	24	17	-	-	20	1	-	-	-	-	-	-	-	-	-	1	2	-	2	-	-	-	-	-	-	-	**unpaved parking no striping
	Fair	-	-	-	-	-	-	20	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*** 5' wide walking trail around lake
	Poor	-	3	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Count		67	21	24	17	0	0	70	1	1	4	1	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	

Parking for Cherokee Park

The estimated number of parking areas in Cherokee Park is in excess of NRPA standards. As shown in *Figure 12*, the park has approximately 10 more parking spaces than recommended by the NRPA.

Recommendations / Analysis

Due to Cherokee Park's heavy use, much of the driving lanes and parking areas are in need of repair. Smith & Associates recommends paving these areas with asphalt. The parking areas should be stripped and the City may want to consider not striping the driving lanes (or only striping the centerline) to maintain a "park-like" character.

The walking trail is in very good condition; however it is not wide enough for the number of people that use it. It is strongly recommended that the existing pedestrian trail, where possible, be widened to eight feet. Increasing the width will allow passing and two-way pedestrian traffic. In areas where the multi-use trail parallels the existing pedestrian trail, the trail should be widened to 10 feet.

Figure 12 - Parking Summary for Cherokee Park

Parking Inventory	70.00
Parking Needed	60.00
Excess (Deficiency)	**10.00**

Northside Park

Northside Park is a 23 acre park with active recreational elements. The park has a baseball field, a tennis court, a basketball court, and restrooms. Much of the park, approximately 16 acres, is undeveloped woodlands.

Northside Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Northside Park is classified as a Community Park and its service area is one mile. *Figure 13* illustrates the one mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Northside Park's service area.

Table 16 is a summary of applying the population in Northside Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 13*. The compilation of this information when compared to the park's acreage finds that Northside Park has a current LOS of 4.68 acres per 1,000 residents within the service area, which exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

Northside Park Service Area Analysis

Table 16 - Northside Park Service Area LOS Summary

Zoning	A	R-1A	R-1	R-1CU	R-2A-LU	R-2	R-2-CD	R-2-LU	R-TH	C-1	M	Total
Acreage	60.44	12.95	128.07	0	1.046	13.76	40.43	74.79	2.039	3.84	35.51	**372.88**
Min Lot	15000	15000	7500	7500	6000	6000	6000	6000	5445	6000	N/A	
Lot Den	175.52	37.61	743.83	38.00	7.59	99.90	293.52	542.98	16.31	27.88		**1983.13**
Build Out	433.53	92.89	1837.26	93.86	18.76	246.75	725.00	1341.15	40.29	68.86		**4898.34**

	2009	2014	Build Out
Population	4942	5081	9840.34
Park Acreage	23.14	23.14	23.14
Park's Current LOS	4.68	4.55	2.35
Acre Excess (Deficiency)	13.26	12.98	3.46

Total Park Ac. Needed to Meet LOS	9.88	10.16	19.68
LOS Target Analysis	Exceeded	Exceeded	Exceeded

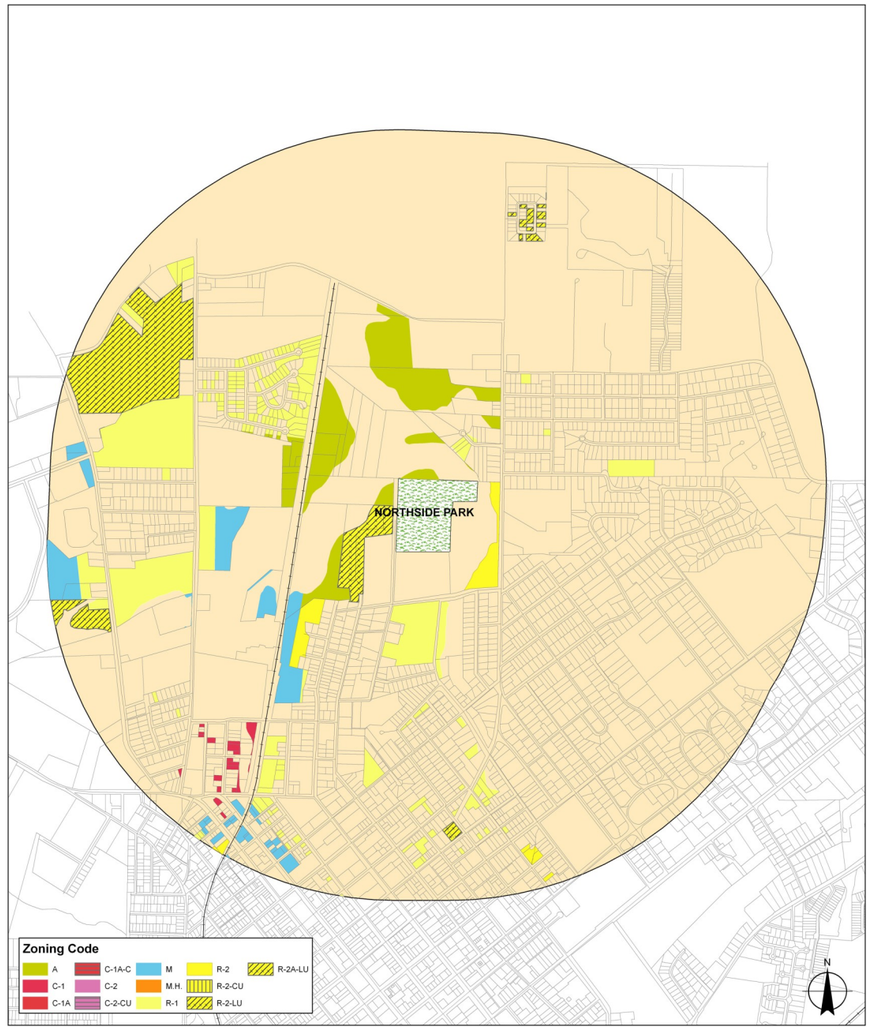


Figure 13: Northside Park Service Area & Developable Lands

Inventory of Northside Park

Table 17 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Northside Park. This information was provided by the City of Thomasville for analysis. Most of the elements were rated in fair or poor condition.

Table 17 - Inventory of Northside Park

		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	
Northside Park								*					**																	**NOTES**
CONDITION	Excellent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*estimate, unpaved parking no striping
	Good	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**court surface only, no netting or posts
	Fair	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	6	-	-	-	-	1	-	-	
	Poor	-	-	1	-	-	-	20	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Count		0	0	4	0	0	0	20	0	0	0	1	1	1	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	

Parking for Northside Park

The estimated number of parking areas in Northside Park does not meet NRPA standards. As shown in *Figure 14*, the park has approximately 20 less parking spaces than recommended by the NRPA. This inventory is a rough estimate because there aren't any designated parking areas.

Recommendations / Analysis

Smith & Associates strongly recommends that the City of Thomasville commission a professional firm to create a detailed master plan of the Northside Park for the following reasons:

- The potential to add recreational elements to the park (the park is 70% undeveloped).
- The park is currently designated as an active recreational park.
- The low condition ratings of the existing recreational elements (*Table 17*).
- The projected future needs of additional recreational elements (*Table 4*).
- Northside Park is not a historical park.
- There is potential to expand the park onto undeveloped adjacent properties.

Assuming resident interests are accurately represented in *Table 5*, a potential program for the development of the master plan could be:

- (1) Baseball Field (refurbish existing)
- A tennis complex with 14 courts
- (2) Basketball Courts
- (4) Sand Volleyball Courts
- Soccer Fields or (2) Multi-Purpose Fields
- Restroom Facilities
- Additional Parking*

*It is important to note that number of needed parking spaces (*Figure 14*) will increase with each additional recreational element (*see Table 4*).

Figure 14 - Parking Summary for Northside Park

Parking Inventory	20.00
Parking Needed	40.00
Excess (Deficiency)	**(20.00)**

Weston Park

Weston Park is a 16-acre park directly adjacent to the "Dewey City" Historic District. The park contains several active recreational elements such as basketball courts, a baseball field, a football field, and running track. There are also several picnic areas and pavilions in the park.

Weston Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Weston Park is classified as a Community Park and its service area is one mile. *Figure 15* illustrates the one mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Weston Park's service area.

Table 18 is a summary of applying the population in Weston Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 15*. The compilation of this information when compared to the park's acreage finds that Weston Park has a current LOS of 3.96 acres per 1,000 residents within the service area, which exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

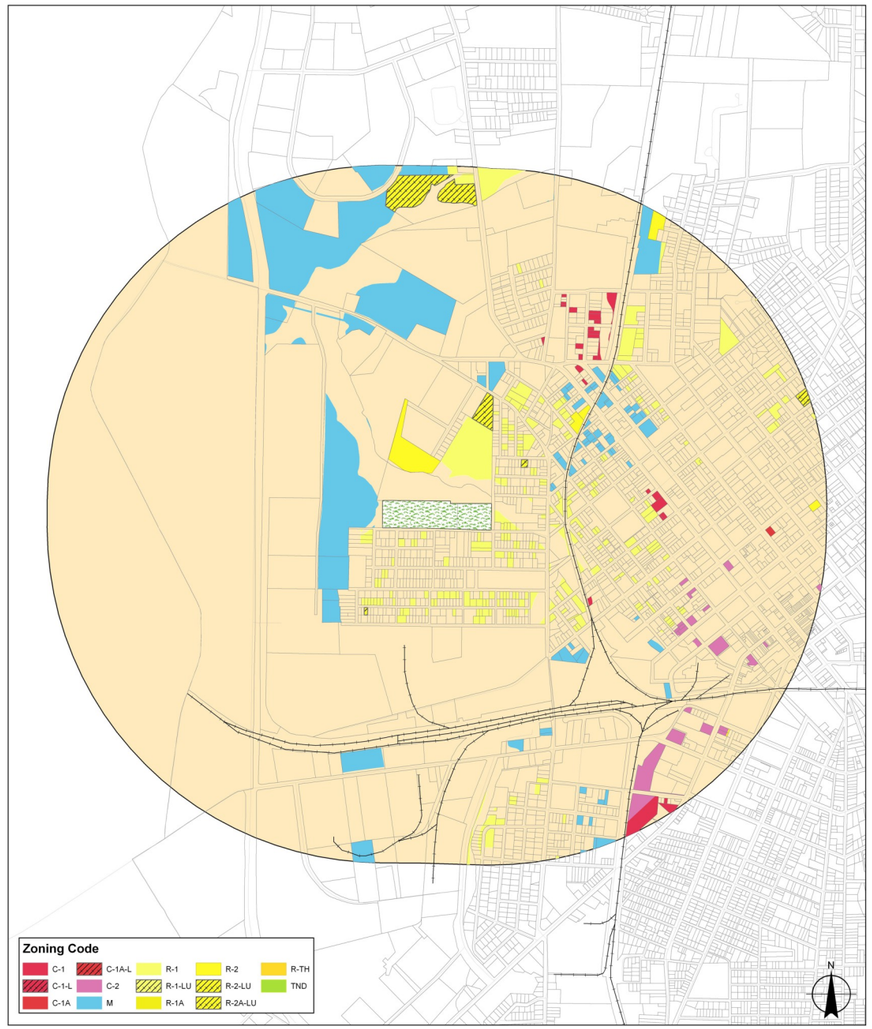


Figure 15: Weston Park Service Area & Developable Lands

Wesson Park Service Area Analysis

Table 18 - Wesson Park Service Area LOS Summary

Zoning	A	R-1	R-1CU	R-2A-LU	R-2	R-2-LU	M.H.	C-1A	C-1	C-2	M	Total
Acreage	2.3	76.65	0	1.16	11.16	14.53	1.81	0.31	9.23	12.29	164.8	**294.24**
Min Lot	15000	7500	7500	6000	6000	6000	7500	6000	6000	6000	N/A	
Lot Den	6.68	445.18	38.00	8.42	81.02	105.49	10.51	2.25	67.01	89.23		**853.79**
Build Out	16.50	1099.60	93.86	20.80	200.12	260.55	25.97	5.56	165.51	220.39		**2108.87**

	2009	2014	Build Out
Population	4133	4150	6241.87
Park Acreage	16.38	16.38	16.38
Park's Current LOS	3.96	3.95	2.62
Acre Excess (Deficiency)	8.11	8.08	3.90

Total Park Ac. Needed to Meet LOS	8.27	8.30	12.48

LOS Target Analysis	Exceeded	Exceeded	Exceeded

Inventory of Weston Park

Table 19 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Weston Park. This information was provided by the City of Thomasville for analysis. Most elements were rated in fair or good condition.

Table 19 - Inventory of Wesson Park

		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	
Wesson Park								*					**																	**NOTES**
CONDITION	Excellent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*paved parking area on grounds no striping
	Good	-	-	-	9	-	-	-	-	-	3	-	-	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	**walking/running track around football field
	Fair	-	2	4	2	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	2	6	-	-	-	1	1	-	-	
	Poor	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	
Total Count		0	2	4	11	0	0	25	0	1	3	1	0	2	0	0	0	0	1	0	4	6	0	0	0	1	1	0	0	

Parking for Weston Park

The estimated number of parking areas in Weston Park does not meet NRPA standards. As shown in *Figure 16*, the park needs approximately 73 more parking spaces to meet NRPA recommendations.

Figure 14 - Parking Summary for Northside Park

Parking Inventory	20.00
Parking Needed	40.00
Excess (Deficiency)	**(20.00)**

Recommendations / Analysis

Parking is the most deficient element in Weston Park. It would be beneficial to change the layout of existing parking areas to improve traffic circulation and to delineate spaces with striping. Smith & Associates does not recommend that parking inventory increase to meet NRPA standards because sufficient parallel parking is currently available along Felix Street. The City may want to consider striping spaces (with landscape islands) in the future along Felix Street if it is observed that in-park spaces are not regularly meeting demands.

Weston Park's inventory and position along the proposed multi-use trail make it a good location for a trailhead. The conversion of Weston Park to a trailhead could be easily accomplished with signage and/or map designations.

MacIntyre Park

MacIntyre Park is a 14-acre passive park directly adjacent to the "Glennwood" Historic District. The park contains picnic areas, swing sets, and the City's only frisbee golf course.

MacIntyre Park LOS Analysis

According to the NRPA park classification system (*Table 2*), MacIntyre Park is classified as a Neighborhood Park and its service area is one-half mile. *Figure 17* illustrates the one-half mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within MacIntyre Park's service area.

Table 20 is a summary of applying the population in MacIntyre Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 17*. The compilation of this information when compared to the park's acreage finds that MacIntyre Park has a current LOS of 6.87 acres per 1,000 residents within the service area, which well exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

MacIntyre Park Service Area Analysis

Table 20 - MacIntyre Park Service Area LOS Summary

Zoning	R-1A	R-1	R-2A-LU	R-2	TND	C-1	Total
Acreage	3.33	9	1.05	2.01	0.05	2.06	**17.50**
Min Lot	15000	7500	6000	6000	6000	6000	
Lot Den	9.67	52.27	7.62	14.59	0.36	14.96	**99.48**
Build Out	23.89	129.11	18.83	36.04	0.90	36.94	**245.71**

	2009	2014	Build Out
Population	2148	2140	2393.71
Park Acreage	14.75	14.75	14.75
Park's Current LOS	6.87	6.89	6.16
Acre Excess (Deficiency)	10.45	10.47	9.96

Total Park Ac. Needed to Meet LOS	4.30	4.28	4.79

LOS Target Analysis	Exceeded	Exceeded	Exceeded

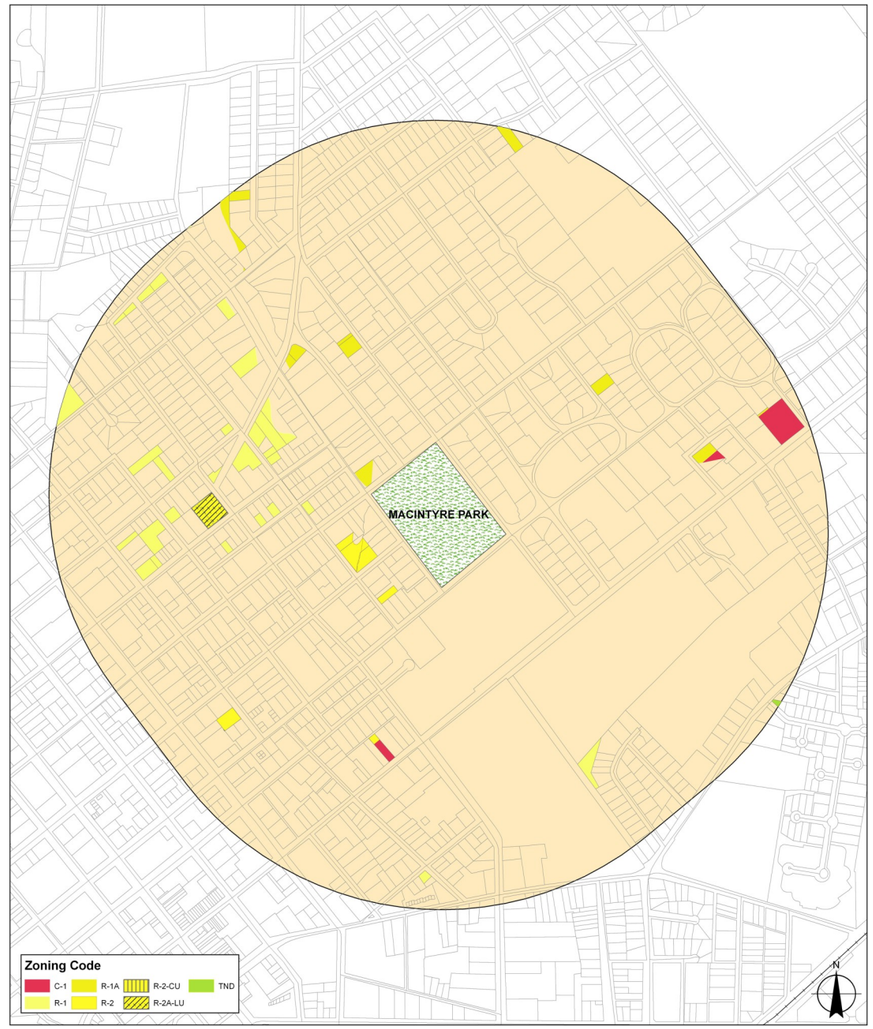


Figure 17: MacIntyre Park Service Area & Developable Lands

Inventory of MacIntyre Park

Table 21 is a detailed inventory of the furnishings, infrastructure, and recreational elements in MacIntyre Park. This information was provided by the City of Thomasville for analysis. All elements were rated in fair or good condition.

Table 21 - Inventory of MacIntyre Park

		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	
MacIntyre Park								*																						**NOTES**
CONDITION	Excellent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*street parking
	Good	4	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Frisbee Golf course is within park
	Fair	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	-	-	-	-	-	-	-	
	Poor	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Count		5	3	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	

Parking for MacIntyre Park

MacIntyre Park does not have any parking and therefore does not meet NRPA parking standards. As shown in *Figure 15*, the park needs approximately 20 parking spaces to meet NRPA parking recommendations.

Recommendations / Analysis

Parking is the most deficient element in MacIntyre Park. For safety, the City may want to consider delineating striped spaces (with landscape islands) along Mitchell Street and/or Clay Street to meet the NRPA parking recommendations.

One of the best features of the park is the creek that runs through it. It is recommended that the City address the erosion where it occurs along the creek banks (*Photograph 8*). Some eroded areas have become severe and have become a safety issue.

Figure 18 - Parking Summary for MacIntyre Park

Parking Inventory	0.00
Parking Needed	19.50
Excess (Deficiency)	**(19.50)**

Photograph 8

Balfour Park

Balfour Park is a 29-acre park directly adjacent to the Southwestern State Hospital. The park contains picnic areas, swing sets, and the City's only dog park.

Balfour Park LOS Analysis

According to the NRPA park classification system (*Table 2*), Balfour Park is classified as a Community Park and its service area is one mile. *Figure 19* illustrates the one mile service area and developable properties by zoning. The zoning classification is used to apply allowable densities in order to project the approximate build-out population within Balfour Park's service area.

Table 22 is a summary of applying the population in Balfour Park's service area, current populations, projected populations, and population projections based upon zoning in *Figure 19*. The compilation of this information when compared to the park's acreage finds that Balfour Park has a current LOS of 6.03 acres per 1,000 residents within the service area, which well exceeds the minimum of 2 acres per 1,000 residents. The LOS minimum will continue to be exceeded throughout the projected population at build-out.

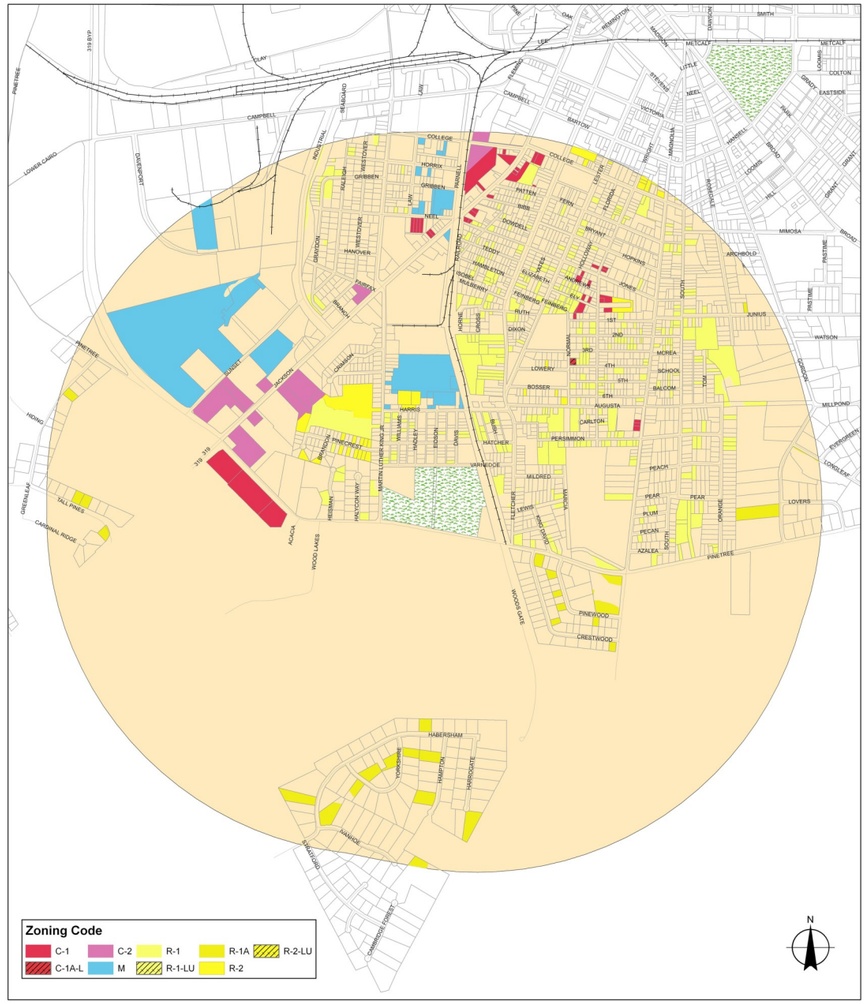


Figure 19: Balfour Park Service Area & Developable Lands

Balfour Park Service Area Analysis

Table 22 - Balfour Park Service Area LOS Summary

Zoning	R-1A	R-1	R-1CU	R-1-LU	R-2	R-2-LU	C-1A-L	C-1	C-2	M	Total
Acreage	25.25	105.75	0	0.0098	17.52	0.028	0.24	22.49	24.09	86.06	**281.44**
Min Lot	15,000	7,500	7,500	7,500	6,000	6,000	6000	6000	6000	N/A	
Lot Den	73.33	614.20	38.00	0.06	127.20	0.20	1.74	163.28	174.89		**1192.89**
Build Out	181.12	1517.06	93.86	0.14	314.17	0.50	4.30	403.30	431.99		**2946.44**

	2009	2014	Build Out
Population	4906	4833	7,852.44
Park Acreage	29.56	29.56	29.56
Park's Current LOS	6.03	6.12	3.76
Acre Excess (Deficiency)	19.75	19.89	13.86

Total Park Ac. Needed to Meet LOS	9.81	9.67	15.70

LOS Target Analysis	Exceeded	Exceeded	Exceeded

Inventory of Balfour Park

Table 23 is a detailed inventory of the furnishings, infrastructure, and recreational elements in Balfour Park. This information was provided by the City of Thomasville for analysis. Previously, Balfour Park also contained a Thomasville's city swimming pool that has since been removed.

Table 23 - Inventory of Balfour Park

		Lighting	Benches	Trash Receptacles	Picnic Area	Bike Racks	Fountains	Parking Spaces	Sidewalks	Entrance Feature	Pavillions	Restrooms	Tennis Courts	Basketball Courts	Volleyball Courts	Sand Volleyball	Dog Park	Biking Trails	Walking Trails	Playground Area	Single Play Structure	Swing Set	Indoor Gym	Multi-Purpose Fields	Soccer Fields	Football Fields	Baseball Fields	Softball Fields	Swimming Pool	
Balfour Park																														**NOTES**
CONDITION	Excellent	-	7	1	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	* 1 swing set with 4 swings
	Good	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	2	4	-	-	-	-	-	-	-	** Paved and dirt parking areas, no striping
	Fair	-	-	4	-	-	-	29	-	1	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Poor	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Count		0	7	5	11	0	0	29	0	2	4	1	1	0	0	0	2	0	0	1	2	4	0	0	0	0	0	0	0	

Parking for Balfour Park

The estimated number of parking areas in Balfour Park does not meet NRPA parking standards. As shown in *Figure 20*, the park needs approximately 12 more parking spaces to meet NRPA recommendations.

Figure 20 - Parking Summary for Balfour Park

Parking Inventory	29.00
Parking Needed	41.00
Excess (Deficiency)	**(12.00)**

Recommendations / Analysis

The City may want to consider adding parking spaces to meet the NRPA parking standards. Assuming the picnic tables are utilized, it may also be prudent to budget for replacements in the near future due to their condition.

Developing Goals, Objectives, and Policies to guide Parks and Recreation Improvements

The recommendations for park improvements are given as a starting point for the City of Thomasville. To utilize this information moving forward, the City should develop goals, objectives, and policies that will improve its parks for its citizens.

Goals, policies, and objectives form the heart of the Parks and Recreation. For plans to be effective, they need to contain clear statements about what the community seeks to achieve for its future. They also must contain clear statements about how the community intends to move toward its desired future. Goals are statements about the community's desired future. They are ideals that are difficult to obtain, but they state the direction the community desires to head. Objectives are statements about realistic, achievable, and measurable steps toward reaching goals. Policies are specific statements guiding actions and implying clear commitment to these actions. They become the basis on which decisions will be made. Some communities dispense with the intermediate level, preparing only general goals and specific policies.

The following criteria are a good approach for developing effective park standards:

- Relevance – They should reflect the needs and lifestyles of today's residents.
- People orientation – They should reflect the unique needs and preferences of people in the area being served.
- Performance standards – They should provide a basis for measuring achievement of community objectives. They should measure the quality of recreation service rather than simply the quantity.
- Feasibility – They should be attainable within a reasonable timeframe and with available funding sources.
- Practicality – They should be simple to understand and apply. They should be based on sound planning principles, information, and a credible development process. They should also be flexible enough to handle unanticipated situations and rapidly changing needs.

If improved and managed properly, the parks of Thomasville have the potential to set an exemplary regional standard for municipal park systems.

Thomasville Trail Depot

SECTION F

Economic Development

Opportunity Zone

Administered by the Georgia Department of Community Affairs (DCA) the Opportunity Zone Job Tax Credit program allows communities to offer incentives encouraging economic development. Targeting areas of disinvestment, population decline, flat or falling economic growth, the program works to reverse those trends and in turn provides targeted incentives promoting a healthy economic climate. As a redevelopment tool, Opportunity Zones incentivize existing and new businesses to expand by offering job tax credits for new jobs created.

- Maximum Job Tax Credit allowed under law - $3,500 per job created up to five years,
- Lowest job creation threshold - 2 jobs,
- Use of Job Tax Credit against 100 % of Georgia income tax liability,
- Excess credit can be claimed against withholding taxes,
- Definition of "business enterprise" includes all businesses of any nature,
- Opportunity Zone can stay in effect up to 10 years.

Opportunity Zone Example

	Jobs Created	Credit	Tax Liability	Withholding
Year 1	2	$7,000	$1.200	$5,800
Year 2	3	$10,500	$1,000	$9,500
Year 3	3	$10,000	$1,500	$9,000
Year 4	4	$14,000	$1,700	$12,300
Year 5	4	$14,000	$1,900	$12,100
Year 6	5	$7,000	$2,100	$4,900
Year 7	5	$3,500	$2,050	$1,450
Year 8	6	$3,500	$1,800	$1,700
Year 9	6	$0	$0	$0
Totals		$70,000	$13,250	$56,750

Criteria

In order to have an area designated as an Opportunity Zone the target area must,

- Be within or adjacent to a census block group with a poverty rate of 15 percent or greater,
- Be within a State Enterprise Zone or Urban Redevelopment Plan Area (URA) and,
- Display pervasive poverty, underdevelopment, general distress, and blight.

Opportunity Zone Background

Opportunity Zone Model

To aid in the analysis for favorable conditions supporting designation of Opportunity Zone areas the City utilized Geographic Information System (GIS) technology and spatial analysis techniques. Using clearly defined criteria standards established by DCA for designation of Opportunity Zone areas a data gathering table was developed **(Table 1)**.

Pervasive Poverty	General Distress	Underdevelopment	General Blight
U.S. Census poverty rate by block group	Crime Incident	Building Permit Activity	Establishment of an Urban Redevelopment Area
	Abandon/Dilapidated Structure	Vacant Parcel	
	Poor Infrastructure	Active Business License	
	Population Decline		
	Code Enforcement Case		

Table 1
Supporting Data Sets for a given criteria.

Pervasive Poverty

To determine pervasive poverty, block group level poverty rate data from the U.S. Census was downloaded in tabular form then joined with a block group shapefile in ArcMap. Every parcel in a block group with a poverty rate of 15% or more was considered to have met the criteria.

General Distress

Crime data from the past three years was obtained from the Thomasville Police Department in tabular form. For reporting purposes the City is divided into four primary police patrol zones with each zone being further divided into a smaller sub-zone. Each sub-zone covers an area of 1 to 5 blocks in size. Only Uniform Crime Reporting (UCR) data was utilized. UCR crimes are those crimes reported to the FBI for statistical crime analysis and contain crimes like burglary, homicide, robbery, and other more serious crimes. The OZ being sought here is for the Victoria Place Urban Redevelopment Area and as such, only crimes occurring within the Victoria Place URA were counted. When a subzone crossed the URA boundary those incidents occurring in the outside portion were not counted.

Abandon/Dilapidated structure data was gathered through an on the ground visual inspection from the street of each parcel. Judgment was made based on exterior condition only. This data was gathered during the 2009 Victoria Place URA application process.

Population data was obtained through use of ESRI's Business Analyst Online (BAO). By importing a shapefile of the URA area a population trending report covering actual 2000 and projected 2010 and 2015 population was generated by Business Analyst Online (BAO) which showed a declining trend **(Table 2).**

Year	2000	2010	2015
Population	263	251	243

Table 2
Population trend for URA.

Code Enforcement data was obtained from the City's Code Enforcement division. Each parcel within the URA was assessed for code violation cases for 2009.

Infrastructure Decline was determined through a windshield survey of the area and review of historical data. Roads, sidewalks, drainage issues, and service line age were some of the elements evaluated. Sidewalk and drainage issues were reviewed using an existing FEMA floodway GIS layer and a sidewalk inventory layer. After assessment and discussion between staff, it was determined that the entire URA area could be declared as having insufficient infrastructure due to poor condition or non-existent elements. Certain areas, mainly the commercial area to the north, west and central have poor road conditions. The south central area suffers from poor drainage and flood control, the eastern portion has major issues with sidewalk failure due to oak tree root uplifting. While no one condition prevailed across the entire area, all areas suffer from one or more condition of infrastructure decline.

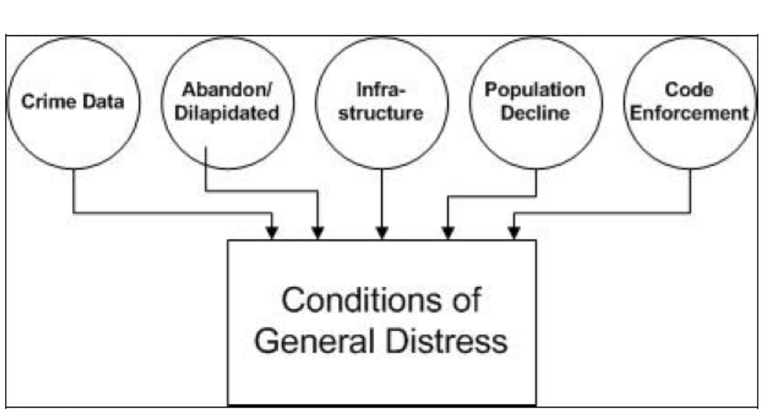


Figure 1
Criteria evaluated for conditions of general distress.

Underdevelopment

Building permit issuance for 2009 was obtained from the City's Building Division. A manual inspection of files was conducted to determine parcels within the URA that had building permits pulled during 2009.

A recently completed vacant land survey of the entire city was used to identify vacant parcels within the URA. Crosses check of building permits was conducted to rule out any new construction since the completion of the vacant land survey.

Using the GEMS management system a search of addresses within the URA was conducted to identify active business licenses. Parcels having an active business license were considered to not be contributing to underdevelopment. The reason for this is because an active license meant an active business and thus positive economic activity.

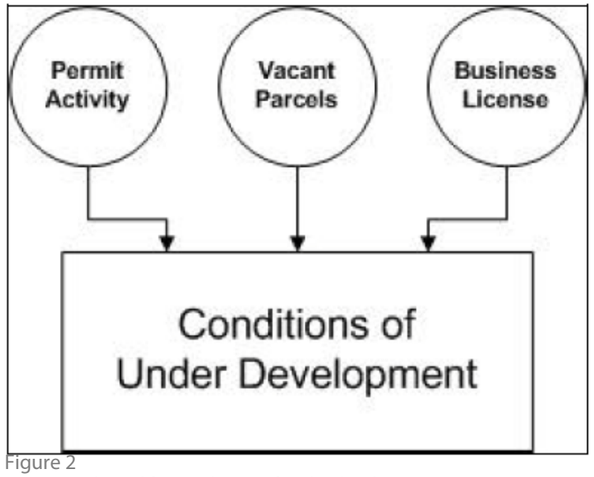


Figure 2
Criteria evaluated for conditions of under development.

General Blight

Using DCA policy statement defining any area already designated by the State as an Urban Redevelopment Area being automatically considered blighted, the State recognized boundaries for the Victoria Place URA was used to satisfy this criterion. This in essence made every parcel within the URA satisfy the criterion.

Data was evaluated at the parcel level with assigned fields for each criterion added to the GIS parcel shapefile. Applying a binary coding system where a value of 0 does not meet conditions of the field and a value of 1 meets conditions of the field, values were populated for each parcel in the URA. Four criteria fields were populated with a value of 1 (met criteria) for every parcel as noted above, population decline, infrastructure, and pervasive poverty and within a URA. The five criteria used to determine conditions of general distress were combined in the GIS to provide a value between 0 - 5. Parcels having a value of 3 or greater were considered to have met the criteria of general distress. The three criteria for conditions of under development were combined in the GIS to provide a value between 0-3. Parcels having a value of 2 or greater were considered to have met the criteria of under development. Since every parcel within the URA was either in or adjacent to a US Census block group having a poverty rate of 15% or greater every parcel was considered to have met the criteria of pervasive poverty. Likewise since every parcel was within the Victoria Place Urban Redevelopment Area every parcel was considered to have met the criteria of blight.

The City of Thomasville's "Community Landmarks Multi-Use Trail" is more than just a recreational opportunity; it also presents a tremendous opportunity for economic development and neighborhood redevelopment. The city can leverage the initial cost of construction of the trail as additional or matching funds to obtain local, state and federal grants available for redevelopment and economic development purposes. The Victoria Place URA can serve as a model for how such an initiative can work.

The "Community Landmarks Multi-Use Trail" is divided into 6 phases. Each phase of the trail connects a historic district to a city park ultimately creating a 14 mile loop around the city. Each phase of the trail should have a redevelopment and/or economic development initiative that provides for targeted public investments intended to stimulate private investments. For example, the Victoria Place URA is a major redevelopment initiative associated with Phase 1 of the trail. The overarching goal of the Victoria Place URA is to stabilize and revitalize a declining neighborhood through:

a) infrastructure,

b) housing and,

c) recreational improvements

d) coupled with economic development incentives such as an opportunity zone.

In accomplishing those goals, the multi-use trail serves as the initial investment providing for targeted improvements in a particular neighborhood through recreational improvements thereby making a declining neighborhood more attractive to private investment. This trail masterplan provides for the trail alignment as well as an assessment and recommendation for improvements to each park. A redevelopment plan associated with the historic district identified in each phase of the trail should be prepared highlighting the trail and recreational improvements identified in this parks and trail masterplan.

The redevelopment plan prepared for each phase of the trail should also include an assessment of the infrastructure (sidewalks, water, sewer, pedestrian lighting, electric, roads) within each historic district with the intent to connect the residential and commercial areas to the trail through sidewalk improvements. This parks and trail masterplan provides for an assessment of our city-wide sidewalk assessment **(See Exhibit 1).** The sidewalk assessment should be included in each redevelopment plan with the intention to identify needed infrastructure improvements. Sidewalk improvements should be prioritized and should include pedestrian scale lighting. Ultimately, the infrastructure improvements incentivize private investment by reducing development costs and making the neighborhood more attractive. The sidewalk conditions assessment and the trail can help provide for the basis of the city's Capital Improvement Element illustrating to private developers the city's intent to provide for continued improvements.

Because each historic district is unique, housing characteristics will be different from district to district. As such, a windshield survey should be completed for each district. The windshield survey will reveal the architectural details that form the character of the neighborhood. Additionally, the survey will reveal those homes that are standard or substandard as well as the homes that are significant, contributing resources to the district. The redevelopment plan should provide for targeted programs intended to rehabilitate contributing resources. While this parks and trail masterplan does not provide for a survey of each historic district, it does provide for an identification of undeveloped lands **(See Exhibit 2).** Each redevelopment plan should identify the vacant lands within a specified geographic boundary with the intent to provide for new commercial and residential buildings as well as areas for small neighborhood parks and/or open spaces. To ensure the appropriate types of development occur, construction documents and/or concept plans for both residential and commercial units should be prepared and at a minimum, design guidelines should be adopted. Parcels within the district could be acquired by utilizing a Land Bank and then re-platted. Those properties can then be gifted to a developer and used as "equity" to secure construction loans and that "equity" further transferred to the end buyer reducing a potential homeowner's down payment. The intention here is to be as specific as possible in illustrating the type of redevelopment activities that should occur while at the same time providing incentives to attract people to the area. The multi-use trail serves as the initial public investment that has the potential to spark a renewed interest in a particular historic district by private enterprises. In creating the redevelopment initiative, the goal should be to create strong public/private partnerships. The trail can serve as the public investment while the redevelopment plan illustrates the type

of development that should occur by private enterprise. As such, activities to occur as described in the redevelopment plan should strongly relate to the trail. This parks and trail masterplan focused on integrating the multi-use trail immediately adjacent to the city's historic districts (to minimize impact) while the redevelopment plan(s) should focus on integrating the trail (to maximize impact), through new commercial and housing improvements, to the larger redevelopment area. Commercial and housing improvements should be pedestrian oriented along the trail and sidewalk and pedestrian streetlights should lead to the trail.

The importance of focusing on alternative forms of transportation, in this case walking and cycling will increase exponentially as the city's population continues to age. Moreover, for Thomasville to continually position itself to attract retirees, both recreational opportunities and destinations within the city must be close by. A critical livability component of cities is measured by a person's access to a wide range of jobs, goods, services, affordable housing and opportunities for social interaction. These assets (jobs, goods, services, affordable housing and opportunities for social interaction) should be critical components of a redevelopment initiative. People and businesses are attracted to city locations for the accessibility a particular location can provide. Places that are walkable—that have a variety of services and destinations in close proximity to one another—are more convenient and more lively. Additionally, places that are more lively and well visited, are less likely to be affected by crimes of opportunity such as burglary, assault and property crimes and more likely to be well maintained, occupied structures. Thus, housing, a mix of land uses and infrastructure are critical to attracting consumers and establishing safe, sustainable, desirable neighborhoods. While the trail (and sidewalk and streetlight improvements) can provide for the necessary infrastructure promoting "walkability", further development of blighted areas must be incentivized to promote commercial and housing renovation / construction. The incentive for private development is not just provided for by public investment in infrastructure, but also by (1) creating an economic incentive for housing & commercial development and (2) creating the appropriate mix of land uses.

Redevelopment of an area becomes economically feasible in blighted communities where the value of the land approaches the value of the structure that sits on it. In such cases, the structure(s) begin to devalue the land. However, this is an opportunity to create economic prosperity by capturing and utilizing the increased value of the land after redevelopment. This increased value is captured as equity. The Victoria Place neighborhood as well as the Warren Avenue development illustrates this phenomenon. As a particular property is improved, not only does the value of the structure increase, but the value of the land also increases (as seen through property values pre and post redevelopment). That increase in value is equity. To promote the marketability and economic viability of a redevelopment initiative; that equity can be used as an incentive to attract, for example, a potential homebuyer. As in the Victoria Place project, the land value of a particular property pre redevelopment may be $5,000 but after redevelopment, that particular property's land value may be $20,000 (the more specific the redevelopment plan is in identifying the type of development to occur, the more accurate the appraised value can be determined prior to construction. As such, construction documents should be a component of the redevelopment plan). The $15,000 difference between $5,000 and $20,000 is the land value equity created as a result of the redevelopment. The $15,000 equity can be used by the developer to secure a construction loan and then can be transferred to a potential homebuyer as down payment funds to secure a home loan. This type of "shared equity" promotes the marketability of a project by decreasing financial risk and enhancing affordability by lowering the initial up front cost associated with both initial construction and post construction purchase price. However, long term marketability and sustainability must be supported by promoting a mixed use, "walkable" community desirable to today's consumer and tomorrow's aging population.

As Thomasville's historic development transitioned from a resort community, commercial development began to occur along defined corridors; a trend that continues today along Smith Avenue and Jackson Street and residential neighborhoods became less integrated with the larger community as subdivisions developed rather than intown neighborhoods. This type of auto oriented development is becoming less attractive as our population ages. Today, consumers and businesses attach value to the closeness and choice of things found within proximity to each other making redevelopment and investment in intown neighborhoods more frequent. The intrinsic advantages of marketing this type of development revolve around the variety of consumption choices and experiences they provide, the relative ease of accessing those choices, and the opportunity to discover new goods, services and experiences. As such, Thomasville can benefit from this return to more "non-auto oriented" types of development. Development historically occurred in Thomasville around central parks that were buffered with both residential and neighbor-

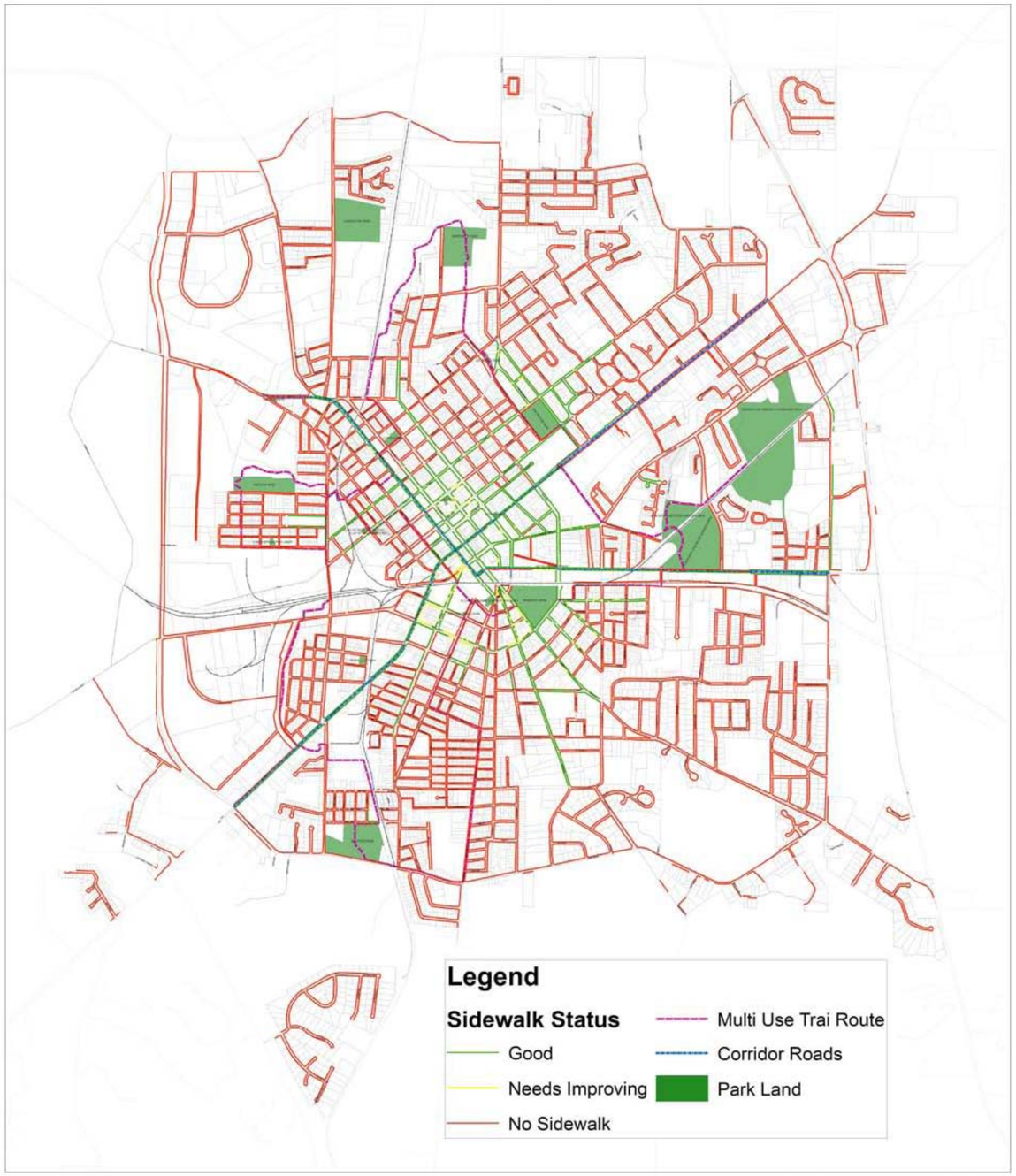
Potential Future Opportunity Zones

hood commercial / businesses; the same type of development that consumers today are attracted to. These small neighborhood commercial nodes provided a unique identity linking many areas of the city and provided for a variety of experiences for both residents and visitors. In fact, as shown on Exhibit 4, the Sandborn map of 1929 identified more than 35 "burroughs" or unique neighborhoods. However, as land use policies changed, so to did this type of neighborhood development. As a result, our zoning codes separated land uses making distances between residential and business land uses more dispersed and farther apart due to a belief that residential and business uses were incompatible. Today, that type of reasoning is changing as consumers look for a variety of land uses in close proximity to each other. Particularly, concerns about urban sprawl, global warming, aging population and the health and social effects of an automobile-dominated transportation system have rekindled interest in our nation's pre-automobile development. Many of Thomasville's historic neighborhoods, while declining, developed "pre-automobile" and have the potential to be revitalized within a desirable, appropriate historic context. Today, "walkability" has become a central feature of efforts to revitalize blighted areas. The multi-use trail provides for an alternative to auto oriented travel and creates an opportunity for a return to Thomasville's historic development patterns. The redevelopment plans established for each phase of the trail should focus on revitalizing the unique characteristics of those neighborhoods identified on the 1929 Sandborn Map. Similar to the Victoria Place redevelopment plan, certain zoning changes are likely to occur in an effort to provide for a mix of land uses within close proximity to each other. The city's recent adoption of the Planned Unit Development ordinance provides for a unique approach to facilitate redevelopment within Thomasville's declining historic districts. As each phase of the trail is constructed and redevelopment / development plans established, particular attention to the land uses surrounding each park should focus on establishing a variety of uses within a "walkable" proximity to each other. A traditional development model to follow might be that of the Garden City Movement where central parks were featured with residential neighborhoods surrounding small commercial nodes (evidence of this type of development can be seen on Clay Street at MacIntyre Park). By creating a mix of land uses and facilitating economic opportunity, the City of Thomasville can maximize the potential impact of the multi-use trail through taking the lead in establishing redevelopment areas.

Finally, economic development initiatives such as opportunity zones provide additional incentives to promote the continued revitalization of a neighborhood. As described above, OZ's provide for tax incentives over a 10 year period which promotes continued economic growth in a given area. Since the multi-use trail presents an opportunity to illustrate investment in many areas of our community, attention should be given to those areas that are along the trail's route. Combining redevelopment plans with opportunity zones creates an opportunity to target development to specific areas. As such, the trail should be perceived as an economic engine driving future development. To this end, the city utilized GIS to map the community's undeveloped properties, sidewalk assessment, historic districts, parks and commercial districts. Each of these features were "overlayed" onto the trail alignment map in an effort to identify future redevelopment areas and opportunity zones. While state law specifies the requirements for both redevelopment plans and opportunity zones, the map illustrated below identifies where efforts should be concentrated:

Potential Future Opportunity Zones

Thomasville, Georgia



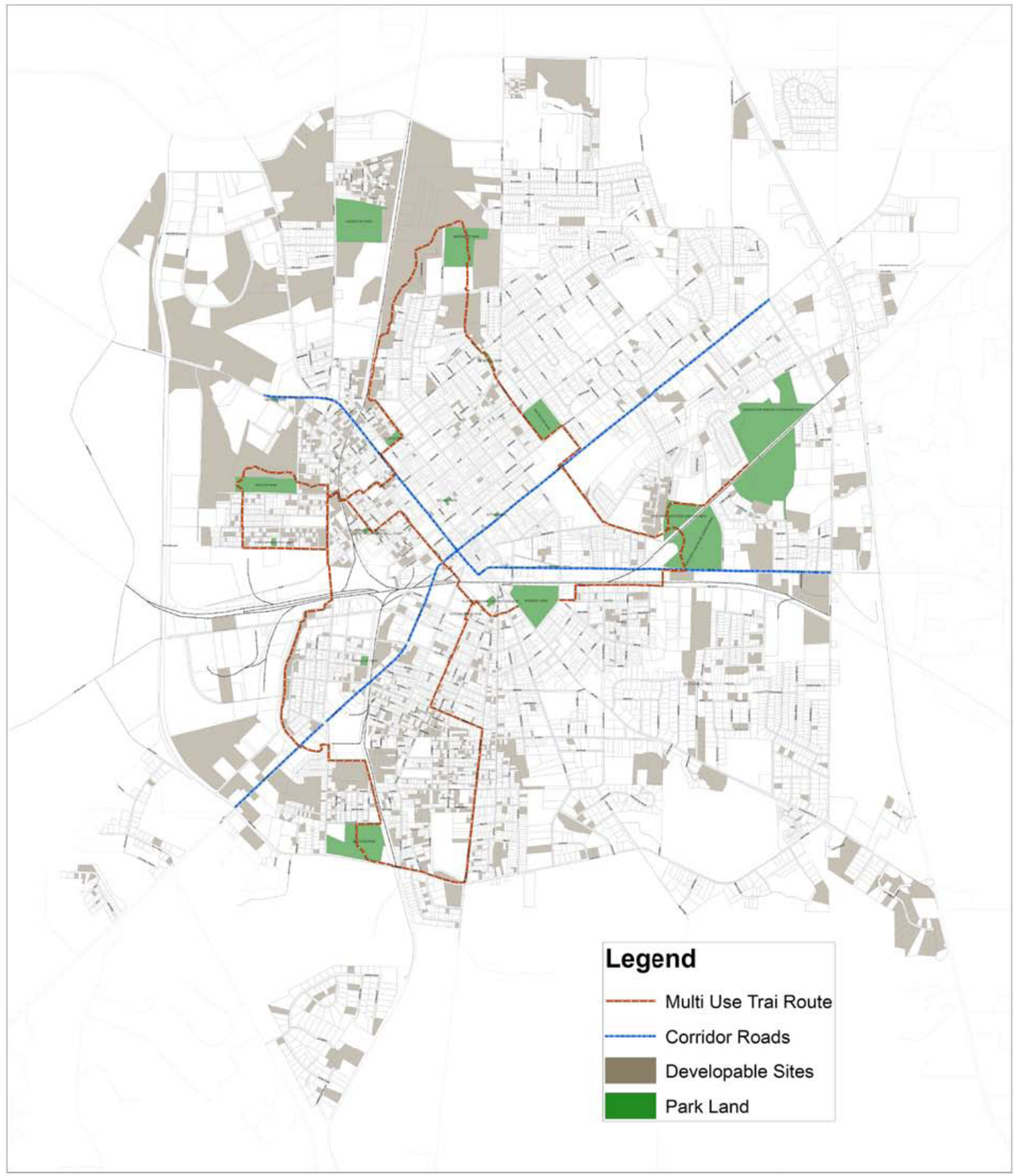
Sidewalk Inventory
For Planning Purpose Only

N 0 0.25 0.5 0.75 1 Miles

Planning and Zoning GIS Services

Exhibit 1

Thomasville, Georgia



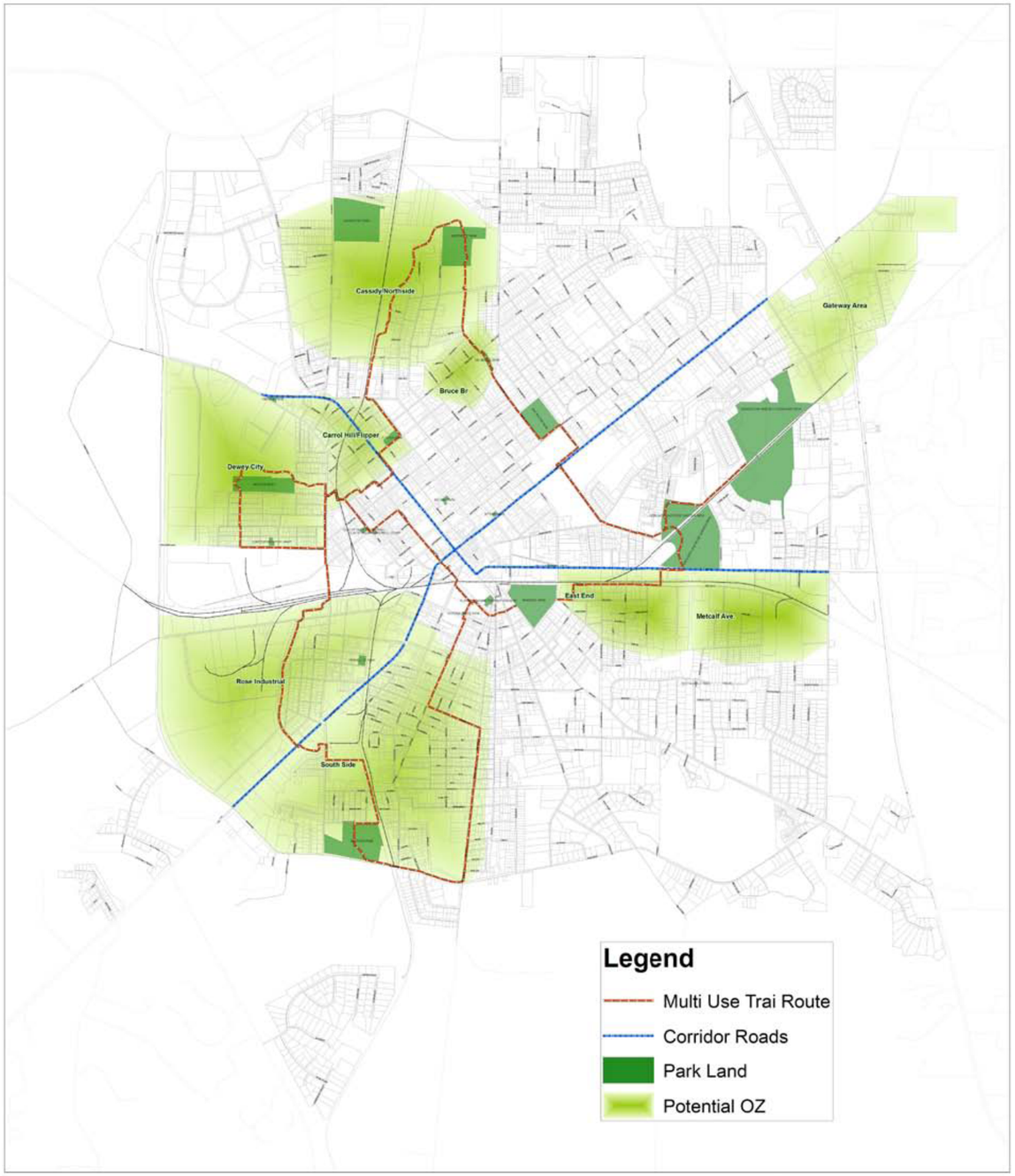
Potential Developable Land
For Planning Purpose Only

N 0 0.25 0.5 0.75 1 Miles

Planning and Zoning GIS Services

Exhibit 2

Thomasville, Georgia



Potential Opportunity Zone Areas
For Planning Purpose Only

0 0.25 0.5 0.75 1 Miles

Planning and Zoning GIS Services

Exhibit 3

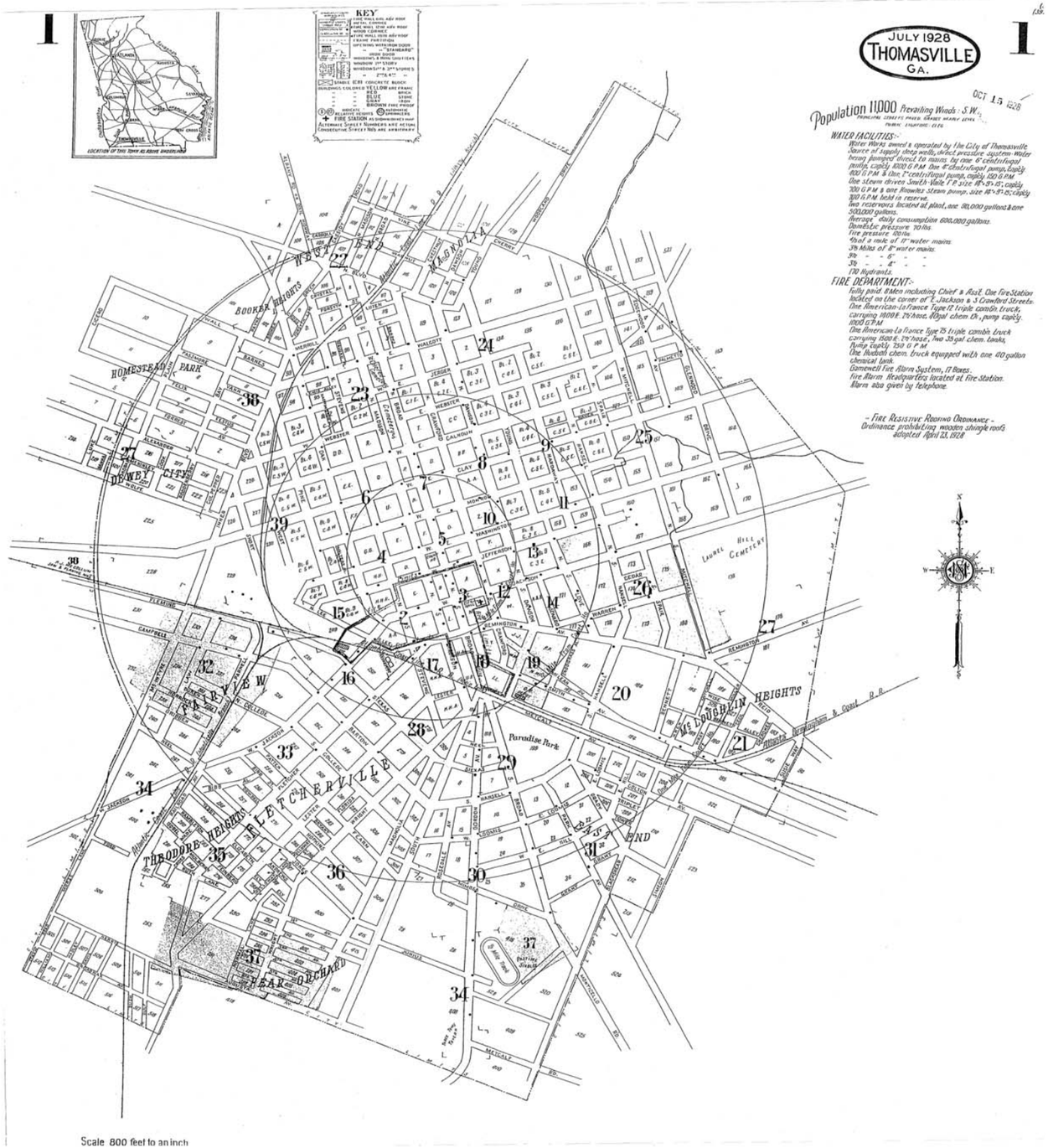
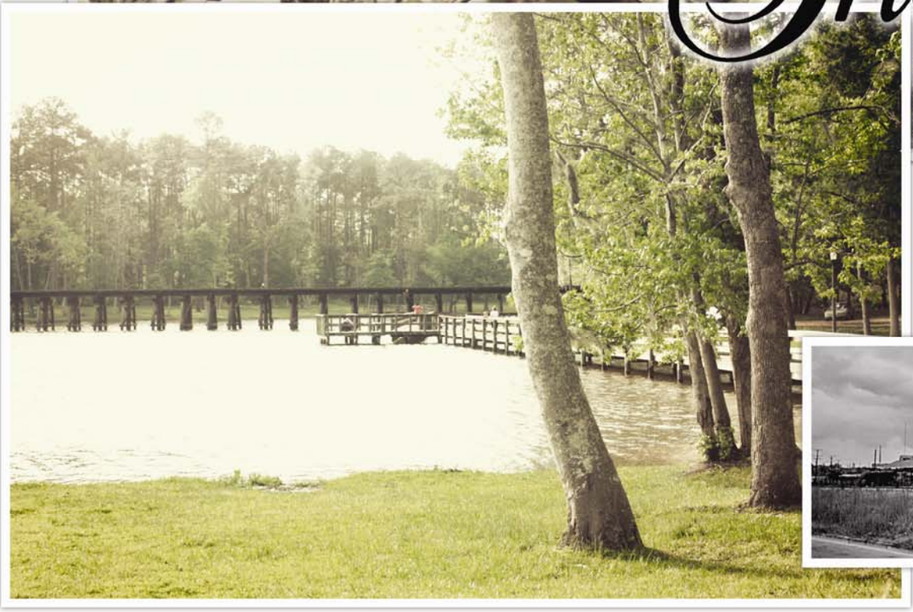


Exhibit 4

Statement of Acknowledgement of National Parks Service / Preserve America Support for Projects:

The Thomasville Community Landmarks Parks & Trail Masterplan is supported in part with a Federal Preserve America Grant administered by the National Park Service, U.S. Department of Interior, through the Historic Preservation Division of the Georgia Department of Natural Resources. Any opinions, findings, conclusions or recommendations expressed in this document do not necessarily reflect the views or policies of the Department of the Interior or the Georgia Department of Natural Resources.

HISTORIC Thomasville



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